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Tupolev ANT-9 (PS-9)

The ANT-9 was redesignated PS-9 after the arrest of Tupolev in October 1937.

1 ANT-9 prototype built by AGOS TsAGI workshops at Zhukovski in 1929

79	no reg	ANT-9	AGOS TsAGI	mfd	30apr29	with 3 Gnome-Rhône "Titan" 5Ba engines; construction started nov28; static tests started mar29; was displayed in Red Square in Moscow 01may29; f/f 05may29 from Khodynka; underwent state trials with NII VVS 16/28may29; in natural metal c/s without any markings
	URSS-309	ANT-9	Dobrolyot/Moscow	h/o	08sep29	but painted up already around jun29; in natural metal c/s with red trim; named 'Krylya Sovyetov' (Wings of the Soviets) jun29; conducted a demo flight around Europe 10jul/08aug29; re-engined with 3 Wright J6 "Whirlwind" engines by AGOS TsAGI nov/dec29 (according to other sources, this did not happen); again h/o to Dobrolyot jun30; returned to TsAGI 15sep30
	CCCP-L101	ANT-9	Aeroflot	rgd	29jan31	named 'Krylya Sovyetov'; rgd again 05jun32 and 26mar34 !; in document 03apr38

61 ANT-9 built by Factory No. 22 GUAP NKTP at Moscow-Fili from 1930 to 1932

101	CCCP-451	ANT-9	Dobrolyot/Moscow	mfd	jun30	first production ANT-9; with 3 J6 engines; f/f aug30; underwent trials with NII VVS 16/25sep30 (10 flights); rgd sep30; h/o to Dobrolyot in late 1930; according to one source trf to Dobrolyot/Yakutsk jan31, but according to another source was opb SVL and just visited Yakutsk for the first time jan31; probably trf to the Soviet Air Force
	CCCP-L195	ANT-9	Aeroflot	rgd	21oct37	featured in the Soviet movie "Gluboki reid"; in document may40
102	CCCP-452	ANT-9	Dobrolyot	mfd	jul30	with 3 J6 engines
	CCCP-L102	ANT-9	Aeroflot	rgd	29jan31	w/o 29jun32; reportedly still in document 07sep37
103	CCCP-453	ANT-9	Dobrolyot	mfd	jul30	with 3 J6 engines
	CCCP-L103	ANT-9	Aeroflot	rgd	29jan31	in document 20jan33; reportedly still in document 23jun39
104	CCCP-454	ANT-9	Dobrolyot	mfd	1930	
	CCCP-L104	ANT-9	Aeroflot	rgd	29jan31	dbt 26may31 when crashed on a flight from Moscow to Sverdlovsk (pilot: M.V. Vodopyanov)
105	CCCP-455	ANT-9	Dobrolyot	mfd	1930	with 3 J6 engines
	CCCP-L105	ANT-9	Aeroflot	rgd	29jan31	rgd again 17sep33; canx 1935
106	CCCP-L106	ANT-9	Aeroflot	rgd	29jan31	scrapped mar32; canx 15apr32
107	CCCP-L107	ANT-9	Aeroflot	rgd	29jan31	w/o 10sep33
108	not known	ANT-9	Soviet Air Force	i/s	15apr31	with 3 J6 engines; opb Aviagruppa (Aviation Group) of the Military Air Academy (VVA); in dark green c/s with light blue undersides
	CCCP-L108	ANT-9	Aeroflot	rgd	22dec33	in document feb41; w/o 1941
109	not known	ANT-9	Soviet Air Force	i/s	apr33	with 3 J6 engines; in dark green c/s with light blue undersides
110	not known	ANT-9	Soviet Air Force	i/s	apr33	with 3 J6 engines; in dark green c/s with light blue undersides
111	not known	ANT-9	Soviet Air Force	i/s	apr33	
	CCCP-S111	ANT-9	Aeroflot	rgd	14jul37	Latin 'S' in registration
	CCCP-L111	ANT-9	Aeroflot	rgd	unknown	
112	not known	ANT-9	Soviet Air Force	mfd	1931	i/s apr33
	URSS-D312	ANT-9	Derulft	rgd	15aug35	with 3 J6 engines; named 'Korshun' (vulture); in a document jan37
	CCCP-S112	ANT-9	Aeroflot	rgd	14jul37	Latin 'S' in registration
	CCCP-L112	ANT-9	AFL/Tajikistan	rgd	unknown	with 2 M-17F engines; opb 23 TAO; in documents oct38 and dec40; w/o 29may41 on a flight from Kulyab to Stalinabad (now Dushanbe) when probably an engine failed and the pilot decided to make an emergency landing on a mountain plateau in the Sarkez area of the kolkhoz (collective farm) "Bolshevik" 18 km north-west of Kulyab airport, but the aircraft was caught by a strong downstream while approaching the plateau, lost height and crashed into the steep slope (15 metres below the elevation of the plateau), both pilots and all 11 passengers killed; t/t 5,387 hours; canx 20sep41
113	CCCP-L113	ANT-9	Aeroflot	rgd	05oct31	the first ANT-9 with 3 M-26 engines; equipped with a cabin heating; made a cold-weather proving flight via Tobolsk to Obdorsk (on the Ob' river) starting 31jan31; in dark green c/s with light blue undersides
	CCCP-E27	ANT-9	AFL/NII GVF	rgd	02sep32	in natural metal c/s with dark trim; used for development and experiments; converted by NII GVF to 2 M-17 engines (as the first ANT-9); f/f as such 11sep32; made a proving flight Moscow-Kiev 18oct32; state trials completed 10feb33
114	CCCP-L118	ANT-9	AFL/Azerbaijan	rgd	15feb32	converted by TsARB GVF in Moscow to 2 M-17 engines (as the second ANT-9) feb33; opb Azerbaidzhanskaya aviagruppa; damaged 07mar41 on a positioning flight from Moscow to Baku when made a precautionary landing at the OSOAVIAKHIM airfield at Tula due to poor weather, but nosed over during the landing run, the crew escaped unhurt; repaired; dbt 17aug42 on a para-dropping flight when pitched up and banked to the left on final approach due to an error of the pilot (V.P. Velichko), the left wing and the left engine touched the ground and the aircraft crashed, both crew members and the sole passenger were slightly injured
115	CCCP-L119	ANT-9	Aeroflot	rgd	06nov31	with 3 M-26 engines; used for experimental work on the oil system dec31; later with 2 M-17B engines; in document may33
	CCCP-M20	ANT-9	Aeroflot	rgd	unknown	operated on the Moscow-Prague route in 1936
	CCCP-L119	ANT-9	Aeroflot	rgd	unknown	i/n 1938; in documents mar39 and jul41
116	CCCP-L120	ANT-9	Aeroflot	rgd	06nov31	wfu 31aug33
117	CCCP-L121	ANT-9	Aeroflot	rgd	06nov31	with 3 engines; in documents jun38
118	CCCP-L122	ANT-9	Aeroflot	rgd	06nov31	wfu 03oct33
119	CCCP-L116	ANT-9	Aeroflot	rgd	26jul31	with 3 engines; in natural metal c/s with dark trim; w/o 28feb32; canx 01jun32
120	CCCP-L114	ANT-9	Aeroflot	rgd	26jul31	reduced to spares
121	CCCP-L115	ANT-9	Aeroflot	rgd	23jul31	w/o 16sep33
122	not known	ANT-9	not known	mfd	1931	
	URSS-D313	ANT-9	Derulft	rgd	10jun36	with 3 J6 engines; named 'Golub' (dove); returned to Aeroflot in 1937
123	CCCP-L194	ANT-9	Aeroflot	rgd	08oct37	photo exists
124	CCCP-L123	ANT-9	Aeroflot	rgd	06nov31	
	CCCP-L124	ANT-9	Aeroflot/Georgia	rgd	06nov31	wfu 17may33; the following was reported for CCCP-L124, but this cannot be correct: opb 247 ao; used on the Taman peninsula in early 1942; damaged 24jan42 when got caught in a bomb crater at an unknown airfield, but repaired
125	no reg	ANT-9	Agit-Eskadriya	photo		with 2 engines; received a special crocodile-style nose at Factory No. 84 in spring 1935; used by the 1st flight of the "Maksim Gorki" propaganda squadron; in red c/s with grey trim and 'Agit-Eskadriya im. M. Gorkogo' titles, named 'Krokodil' after a popular satirical magazine; i/n Obninskaya jun38; the unit was disbanded in 1939
	CCCP-L125 (2)	ANT-9	Aeroflot	rgd	31aug42	see c/n 126
126	CCCP-Sh672	ANT-9	GVF flying school	rgd	late 32	used for training
	CCCP-E28	ANT-9	AFL/NII GVF	rgd	04sep32	
	CCCP-L125 (1)	ANT-9	Aeroflot	rgd	13mar33	
127	CCCP-L126	ANT-9	Aeroflot	rgd	06nov31	with 3 engines; w/o 1938; canx 08sep38; reportedly still in document dec41; see c/n 125
	CCCP-Sh668	ANT-9	GVF flying school	rgd	05aug32	with 3 engines; used for experimental work on the oil system dec31
	CCCP-L126	ANT-9	Aeroflot	rgd	15nov33	
128	CCCP-L127	ANT-9	Aeroflot	rgd	21jun32	canx 20sep36
129	CCCP-L128	ANT-9	AFL/NII GVF	toc	mar32	in a document 02jun37
						with 3 engines; opb Lyotny otdel; w/o 10may32 on a test flight with D-265 propellers from Moscow-Khodynka with 9 passengers on board (in order to provide a normal load for the test) when engine No. 3 started to leak oil and was put on idle, the pilot decided to return to Khodynka, flew low and slow over the Oktyabrskoye polye military training range on approach to Khodynka and put engines Nos. 1 and 2 to full power when the aircraft banked to the right due to turbulence, aggravating the situation by this so that the aircraft banked further to the right, entered a dive and crashed in a forest on the perimeter of Oktyabrskoye polye, 1 of the 2 crew and 3 of the 9 passengers killed and all survivors slightly injured; t/t 8 hours; canx 15may32
130	CCCP-L129	ANT-9	Aeroflot	rgd	10may33	in a document mar40
131	CCCP-Sh669	ANT-9	GVF flying school	rgd	09aug32	
	CCCP-L130	ANT-9	AFL/Kazakhstan	rgd	10may34	
						with 2 engines; w/o 27jul34 on the leg from Taldy-Kurgan to Bertys (now Balkhash) of a flight from Alma-Ata to Karaganda when the inexperienced pilot had to go around, came in very low on the second approach and flew a steep left turn at low height so that the gusty cross-wind lifted the right wing, the left wing touched the ground and the aircraft crashed 2 km north-east of Bertys airport, both crew and all 8 passengers killed; t/t 179 hours
132	CCCP-L131	ANT-9	Aeroflot	rgd	31jul32	in a document jun33
	CCCP-N131	ANT-9	Aeroflot	rgd	17aug33	Latin 'N' in registration
133	CCCP-L132	ANT-9	Aeroflot	rgd	11may32	in document in 1933; canx, date unknown
134	CCCP-L133	ANT-9	Aeroflot	rgd	29may32	in document 21dec37
135	URSS-D310	ANT-9	Derulft	rgd	07apr33	with 3 J6 engines; named 'Oryol' (eagle); in natural metal c/s with dark trim
	CCCP-L134	ANT-9	Aeroflot	rgd	25sep36	in document aug38

136	CCCP-L135	ANT-9	Aeroflot	rgd	17may32	w/o 02jul32; scrapped 14sep32; canx 02nov32
137	CCCP-L136	ANT-9	Aeroflot	rgd	13jul32	w/o 04oct34
138	CCCP-L137	ANT-9	Aeroflot	rgd	29jun32	rgd again 15sep33; damaged feb38 when was hijacked by an armed passenger and force-landed in Iran, but repaired; in document jul39
139	CCCP-Sh673	ANT-9	GVF flying school	rgd	16sep32	
	CCCP-L138	ANT-9	Aeroflot	rgd	26aug35	
140	CCCP-L139	ANT-9	Aeroflot	rgd	13jul32	in document oct40
141	CCCP-Sh671	ANT-9	GVF flying school	rgd	19aug32	w/o 25feb34
	CCCP-L140	ANT-9	Aeroflot	rgd	unknown	
142	CCCP-L141	ANT-9	Aeroflot	rgd	27may32	in document jul37
143	URSS-D308	ANT-9	Deruluft	rgd	11apr32	canx 17mar39
	CCCP-L142	ANT-9	AFL/Tajikistan	rgd	31may37	with 3 J6 engines; named 'Chaika' (seagull); photo exists; in document dec36
	CCCP-L143	ANT-9	Aeroflot	rgd	29dec32	canx 18jul41 as worn-out
	CCCP-L143	ANT-9	AFL/NII GVF	trf	jun32	w/o 02mar33
145	CCCP-L144	ANT-9	Aeroflot	res		not taken up
	URSS-D309	ANT-9	Deruluft	rgd	11apr32	with 3 J6 engines; in natural metal c/s with black trim
	D-2831	ANT-9	Deruluft	rgd	oct33	w/o 22oct34 on a flight from Königsberg to Moscow when the (Soviet) crew lost orientation in bad visibility, the aircraft hit trees and crash-landed 5 km from Shakhovskaya, both crew members and the sole passenger injured
146	CCCP-Sh670	ANT-9	GVF flying school	rgd	19aug32	opb 3-ya obyedinyonnaya shkola pilotov i tekhnikov GVF; in natural metal c/s with black trim; photo at Krasnoyarsk in 1933; canx 26dec3. (probably 26dec33)
	CCCP-L145	ANT-9	Aeroflot	rgd	unknown	
	no serial	ANT-9	Turkish Air Force	d/d	oct33	with 2 M-17F engines; presented by Soviet leader Kliment Voroshilov on behalf of the Soviet government to Turkish leader Mustafa Kemal Atatürk after a good-will flight to Ankara 29oct33; based at Yesilköy; in natural metal c/s with dark trim, Red Star on nose
	TC-ANT	ANT-9	THP	no	reports	Türk Hava Postaları (Turkish Air Mail); not TC-HRT as given sometimes; trf by the Turkish Air Force after half a year; damaged during landing and wfu in 1936
147	CCCP-L146	ANT-9	Aeroflot	rgd	02jun32	with 3 engines; photo at Undala; in document oct40
148	CCCP-L147	ANT-9	Aeroflot	rgd	20jul32	named 'Podarok XVII syezdu' (Gift to the 17th Party Congress); w/o jun37; canx 17jul37
149	CCCP-L148	ANT-9	Aeroflot	rgd	15may32	trf to the "Maksim Gorki" propaganda squadron mar33
150	CCCP-L149	ANT-9	Aeroflot	rgd	13may32	w/o 15jun34; canx 20sep34
151	CCCP-L150	ANT-9	AFL/Moscow	rgd	10jul33	w/o 18aug33 on a pleasure flight from Kazan when collided on final approach at a height of some 30-35 metres with U-2 CCCP-C227 due to poor organisation of the flights and pilot error, the U-2 crashed while the ANT-9 crash-landed 200 metres further on and broke up, both crew and all 9 passengers of the ANT-9 were slightly injured while the pilot and the sole passenger of the U-2 were killed; t/t 11 hours
152	CCCP-Sh667	ANT-9	MOTS	rgd	11aug32	Moskovski aviatekhnikum spetsluzhby; with 3 engines; in natural metal c/s with black trim; in document 18feb33; photo in magazine "Samolyot" No. 4/1933
	CCCP-L151	ANT-9	Aeroflot	rgd	29nov33	canx 20sep36
153	CCCP-L152	ANT-9	Aeroflot	rgd	09aug33	canx 28feb39
154	CCCP-L153	ANT-9	Aeroflot	rgd	05oct34	canx 12dec40
155	CCCP-L154	ANT-9	Aeroflot	rgd	08aug33	w/o 25feb34
156	CCCP-L155	ANT-9	Aeroflot	rgd	07feb34	canx 04may36
157	CCCP-L156	ANT-9	Aeroflot	rgd	22aug34	w/o 18jul39; canx 14nov39
158	CCCP-L157	ANT-9	AFL/Georgia	rgd	25jun34	opb 247 AO at Tbilisi; dbr 23oct41 on a para-dropping flight from Vaziani when turned sharp left and banked to the left immediately after lift-off (due to faulty maintenance of the rudder control cables), lost height, came down again and nosed over, 2 of the 7 passengers killed and both crew injured; t/t 5,138 hours
159	CCCP-L158	ANT-9	Aeroflot	no	reports	c/n not confirmed; in documents jul35 and jan37
160	CCCP-L159	ANT-9	Aeroflot	res	1934	not taken up
	URSS-D311	ANT-9	Deruluft	rgd	23may34	with 3 J6 engines; named 'Yastreb' (falcon); w/o 06nov36 on the leg from Velikiye Luki to Moscow at night of a flight from Königsberg to Moscow when several navigation aids did not work, the aircraft flew very low, collided with tree-tops on a hill near Nemirovo (27 km south-west of Volokolamsk), crashed, came to rest upside-down and exploded, both crew and all 7 passengers (among them 2 Japanese) killed; t/t 2,245 hours
161	CCCP-L160	ANT-9	AFL/Central Asia	rgd	16jun34	with 2 M-17 engines; in natural metal c/s with blue trim; photo in 1934
	CCCP-L160	ANT-9	GVF			w/o 06jan40 when collided on landing with TB-3 c/n 22583 of 3 tbap of the Soviet Air Force; canx 20jun40

5 ANT-9 built by Factory No. 31 at Taganrog in 1932

162	CCCP-L161	ANT-9	Aeroflot	rgd	28may34	in document apr41; w/o 1941
163	CCCP-L162 ?	ANT-9	Aeroflot ?	no	reports	just surmised
164	CCCP-L163	ANT-9	AFL/Turkmenistan	rgd	09may34	opb 22 AO; w/o 12nov37 on a flight from Chardzhou (now Türkmenabat) to Novo-Urgench when the right engine failed (due to faulty maintenance) some 4-5 minutes after take-off while the aircraft was flying at a height of some 400-500 metres near the railway station, the pilot (A.F. Gurchenko) initially tried to return to the airfield but realised that the aircraft would not make it and decided to make a forced landing immediately, but the aircraft banked steeply and entered a dive while flying a right turn, crashed and exploded, both crew and all 9 passengers killed; canx 08sep38
165	CCCP-L164	ANT-9	Aeroflot	rgd	17may34	w/o 29dec35; canx 1935
166	CCCP-L165	ANT-9	Aeroflot	rgd	03jul34	in document apr41; w/o 1941

24 ANT-9 built by Factory No. 89 GU GVF "Zavod imeni Goltsmana" at Moscow from 1934 to 1935 from parts manufactured by Factory No. 31

8 ANT-9 built by Factory No 84 at Moscow-Khimki from 1934 to 1935 from parts manufactured by Factory No. 31

2 ANT-9 rebuilt by Factory No. 81 at Moscow-Tushino in 1934

ANT-9 from unknown factories and with unknown construction numbers

167	CCCP-L166	ANT-9	Aeroflot	rgd	28nov33	in document 20apr37
168	CCCP-L167	ANT-9	AFL/Transcaucasus	rgd	22jul35	converted to two engines; opb 20 otryad; w/o 10feb37 on the leg from Baku to Grozny of a positioning flight from Tbilisi to Moscow for overhaul when encountered low clouds (75-150 metres) and fog on approach to Grozny so that the pilot decided to divert to Mineralnyye Vody, but the aircraft suffered from severe icing, the cockpit instruments stopped to work, the aircraft crashed into a mountain slope of the Terski khrebet range 2 km from ovtseovskhoz (state sheep farm) No. 7 (18 km from Nizhni Taur in the Terek district of Checheno-Ingushetia), slid up the 45 degree slope by some 100 metres and came to rest on the summit, 1 of the 2 crew killed and the other one injured; t/t 1,404 hours and 1,103 cycles; canx 04may37
169	CCCP-L168	ANT-9	Aeroflot	rgd	22nov34	in document nov38
170	CCCP-L169	ANT-9	Aeroflot	rgd	09oct35	in document may40
171	CCCP-L170	ANT-9	Aeroflot	rgd	27jan35	transported mechanics and spare parts for the repair of ANT-9 CCCP-L137 to Iran feb38; canx 29may41
172	CCCP-N171	ANT-9	Aeroflot	rgd	27apr35	Latin 'N' in registration
	CCCP-L171	ANT-9	Aeroflot	rgd	unknown	
173	CCCP-L172	ANT-9	Aeroflot	rgd	20nov35	canx 09oct37
174	CCCP-L173	ANT-9	Aeroflot	rgd	10may34	canx 04jul35
175	CCCP-L174	ANT-9	Aeroflot	rgd	09sep35	w/o probably 17aug35
176	CCCP-L175	ANT-9	Aeroflot	no	reports	not confirmed
177	CCCP-L176	ANT-9	AFL/Moscow	rgd	16aug34	with 2 engines; opb 1-y transportny otryad; w/o 27jun37 on the leg from Zaporozhye of a flight from Simferopol to Moscow when took off without permission and was hit at lift-off by PL-5 CCCP-193 which had taken off some minutes earlier, returned to the airport for unknown reasons and landed without permission, both aircraft caught fire immediately and burnt out, both crew and 7 of the 9 passengers of the ANT-9 as well as 1 of the 2 crew and 1 of the 2 passengers of the PL-5 killed and all 4 survivors injured; t/t 2,268 hours; canx 28aug37
178	CCCP-L177	ANT-9	Aeroflot	rgd	02sep34	was initially allocated c/n 176, changed to 178; with 2 M-17 engines; photo exists; canx 26feb41
179	CCCP-L178	ANT-9	Aeroflot	rgd	23dec34	canx 14jan41
180	CCCP-L179	ANT-9	Aeroflot	rgd	08may35	with 2 M-17 engines; photo at Stalinabad 1936; in document feb40
181	CCCP-L180	ANT-9	Aeroflot	rgd	16aug34	in document dec40
182	CCCP-N181	ANT-9	Agit-Eskadrilya	h/o	sep33	c/n not confirmed; with 2 M-17 engines; Latin 'N' in registration; used by the "Maksim Gorki" propaganda squadron; named 'Krestyanskaya gazeta' (Farmers' newspaper)
183	CCCP-L182	ANT-9	Aeroflot	rgd	23jan35	in document mar39
184	CCCP-L183	ANT-9	Aeroflot	rgd	04jul34	severely damaged 23may36, but possibly repaired; reportedly wfu 1942 with t/t 5,205 hours
185	CCCP-L184	ANT-9	Aeroflot	rgd	04jul34	in document jun41
186	CCCP-L185	ANT-9	Aeroflot	rgd	22oct35	photo with 3 engines; in dark green c/s with light blue undersides; rgd again 17aug38; damaged nov39, possibly dbr
187	CCCP-S186	ANT-9	Aeroflot	rgd	20aug35	Latin 'S' in registration
	URSS-S186	ANT-9	Aeroflot		photo	with 2 M-17F engines; in natural metal c/s, no titles
	CCCP-L186	ANT-9	Aeroflot	rgd	unknown	canx sep38 (probably 03sep38)
188	CCCP-L187	ANT-9	Aeroflot	rgd	02sep34	in document mar40
189	CCCP-L188	ANT-9	Aeroflot	rgd	03aug34	
190	CCCP-L189	ANT-9	AFL/Kazakhstan	rgd	11nov34	built by Factory No. 89; with 2 M-17 engines; severely damaged apr37; canx 04may37; obviously repaired and restored; dbr 15feb42 on finals to Frunze when both engines flamed out due to fuel starvation and the

191	CCCP-L190	ANT-9	AFL/Azerbaijan	rgd	11nov34	aircraft force-landed in rough terrain with irrigation ditches, all 3 crew members (pilot: Arkhireyev) escaped built by Factory No. 89; opb Azerbaidzhanskaya aviagrupps; w/o 09jan38, 3 occupants killed; canx 25jul38 canx 14jan41 with 2 engines; opb 23 TAO; w/o 27jul36 on a flight from Stalinabad to Kulyab when the pilot tried to land with tailwind but decided to go around and pulled the aircraft up abruptly at a height of some 10 metres so that the aircraft lost speed, stalled at a height of some 30 metres, crashed and caught fire, both pilots and all 4 passengers killed; t/t 1,452 hours and 857 cycles; canx 27sep36 built by Factory No. 89; w/o; canx 09apr35 not confirmed; operated on the Moscow-Prague route in 1936; in document 17jan37 operated on the Moscow-Prague route in 1936; in documents jul36 and aug37 with 3 J6 engines; w/o 21nov32 when crashed at Sverdlovsk w/o 1934 when crashed on the first unaccompanied ANT-9 flight of an inexperienced pilot who did not have a valid licence, both crew members and all 8 passengers killed w/o 27jul36 on landing at Kulyab when the undercarriage broke due to fatigue, all occupants killed opb 8 otrap; was probably the last operational ANT-9; w/o jul/aug44 when was shot down by Ukrainian Bandera nationalists somewhere in Ukraine
192	CCCP-L191	ANT-9	Aeroflot	rgd	17oct34	
193	CCCP-L192	ANT-9	AFL/Uzbek.-Tajik.	rgd	02oct34	
194	CCCP-L193	ANT-9	Aeroflot	rgd	23jan35	
---	URSS-M26	ANT-9	AFL/International	rgd	unknown	
---	URSS-M27	ANT-9	AFL/International	rgd	unknown	
---	not known	ANT-9	AFL/West Siberia			
---	not known	ANT-9	Aeroflot			
---	not known	ANT-9	Aeroflot			
---	not known	ANT-9	Aeroflot			

Tupolev ANT-14

The ANT-14 was a further development of the ANT-9, powered by five Gnome-Rhône "Jupiter" 9Axx engines. It could carry 36 passengers and was to be used on the Moscow-Vladivostok route. The GVF intended to order 30 examples in 1932, but the aviation industry was overloaded with military orders, so the GVF order was rejected and the ANT-14 remained in prototype stage.

1 ANT-14 prototype built by AGOS TsAGI at Zhukovski in 1931

---	CCCP-L1001	ANT-14	TsAGI	f/f	14aug31	prototype, with 5 Gnome-Rhône "Jupiter" 9Axx engines; in register without c/n; trials completed in spring 1932; see below underwent experimental airline service with Dobrolyot Latin 'N' in registration (photo proof of the prefix); used by the "Maksim Gorki" propaganda squadron; in natural metal c/s; on a photo at Kharkov-Osnova as early as 21sep32 (sic); named 'Pravda' (truth) 27mar33 after the leading Soviet newspaper visited an international aviation meeting at Bucharest, photo proof of the prefix last flight according to one source 03feb37; according to other sources, the aircraft soldiered on until after the disbandment of the unit mar39 and was wfu in 1942; more than 1,000 cycles; was used as a cinema in Gorki Park in Moscow for some time (with the registration CCCP-N1001 painted on); later scrapped
	CCCP-L1001	ANT-14	AFL/NII GVF	trf	nov32	
	CCCP-N1001	ANT-14	Agit-Eskadriya	trf	17mar33	
	URSS-N1001	ANT-14	Agit-Eskadriya	BUH	27oct35	
	CCCP-N1001	ANT-14	Agit-Eskadriya		photo	

Tupolev ANT-16 (TB-4)

The ANT-16 was a further development of the ANT-6 (TB-3), but it was much larger and was powered by six instead of four Mikulin M-34 engines. Design of the type started in March 1930 and final assembly of the prototype in February 1933. It flew first on 3 July 1933 and started state trials on 29 September. 288 of these heavy bombers were planned to be built until late 1937, but the trials showed that the aircraft was not able to reach the performance data required by the Soviet Air Force. So the programme was stopped in November 1933. Instead, a military version of the ANT-20 "Maksim Gorki" was to take over the heavy bomber task.

2 TB-4 prototypes built by AGOS TsAGI at Moscow-Lefortovo in 1933

---	no code	TB-4 6M-34	TsAGI	f/f	03jul33	the first prototype, with 6 M-34R engines; assembled at Khodynka; started state trials 29sep33, which it did not pass; used by TsAGI for trials for the ANT-20 programme the second prototype; construction started aug32, readiness reached 17 % by jan33; construction stopped 02jul33, some assemblies were used to build the ANT-20 prototype
---	--	TB-4	--			

Tupolev ANT-20 (PS-124) "Maksim Gorki"

The ANT-20 was a further development of the ANT-16 (TB-4) which was to be used as a passenger aircraft, a bomber and a 'propaganda' aircraft. It was the largest and heaviest aircraft of the world in the mid-1930s and was named 'Maksim Gorki' after a famous Soviet writer. The prototype was powered by eight Mikulin M-34FRN engines and was to be used by the "Maksim Gorki" propaganda squadron. Efforts to develop a bomber version of the "Maksim Gorki" were stopped in mid-1935. A total of 16 ANT-20bis (PS-124) passenger aircraft with six M-34FRNV engines were to be built by Factory No. 124 at Kazan-Borisoglebskoye, and all of them were already allocated names. However, there was a lack of material, equipment, specialists and also will. And the situation was aggravated by the fact that A.N. Tupolev and the designer responsible for the type, B.A. Saukke, were declared 'enemies of the people' and imprisoned in 1937/38. In the end, only a single PS-124 was built...

1 ANT-20 prototype built by ZOK TsAGI at Moscow-Lefortovo in 1934

---	CCCP-L759	ANT-20	TsAGI	mfd	31mar34	the sole prototype, with 8 M-34FRN engines; in register without c/n; named 'Maksim Gorki' after a famous Soviet writer; construction started 04jul33; disassembled and transported to Khodynka 01/03apr33; r/o 17apr34; f/f 17jun34 from Khodynka; in natural metal c/s with red (or dark green) uppersides, registration not painted on; took part in the air parade over Red Square in Moscow 19jun34; factory trials started 22jun34 Latin 'N' in registration; named 'Maksim Gorki'; in natural metal c/s with red (or dark green) uppersides; h/o to the "Maksim Gorki" propaganda squadron on paper only 18aug34, the real h/o was planned for 18may35; made only 12 flights in 1935 (26apr/16may35); w/o 18may35 on an acceptance flight from Khodynka (with distinguished TsAGI employees and their family members on board) along with 2 small Polikarpov planes when Polikarpov I-5 c/n 4304 which had executed a loop manoeuvre around the ANT-20 collided with the ANT-20 and both aircraft crashed into the Sokol low-rise residential neighbourhood close to Khodynka airfield, all 11 crew members and 37 passengers plus the I-5 pilot and 9 persons on the ground were killed
	CCCP-N20	ANT-20	Agit-Eskadriya	h/o	18aug34	

1 ANT-20bis (PS-124) built by Factory No. 124 at Kazan-Borisoglebskoye in 1939

---	CCCP-L760	PS-124	Aeroflot	f/f	15may39	the sole production aircraft, initially with 6 M-34FRNV engines; in register without c/n; factory trials completed 13jul39; rgd 16jul39; h/o 12aug39; in natural metal c/s without any markings apart from the registration; conducted a proving flight from Moscow to Mineralnyye Vody 17may40, operated on the Moscow-Mineralnyye Vody route 05jun40/dec40; re-engined with 2 AM-35 engines on positions Nos. 3 and 4 dec40; on charge of Eskadriya osobogo naznacheniya Moskovskogo aeroporta dec40/nov41, but not used received a mottled green camo c/s on the uppersides and Red Stars; w/o 14dec42 on the leg from Chardzhou (now Türkmenabat) to Tashkent of a flight from Urgench to Tashkent when the captain gave the controls to a pilot who was on board as a passenger, this pilot actuated the electro-mechanical trimmer of the horizontal stabiliser by mistake while the aircraft was flying at a height of some 500 metres, the aircraft started to descend, eventually entered a steep dive and crashed at an angle of some 80 degrees in the steppe 3 km north-east of the Pakhta-Aral state farm (86 km south-west of Tashkent airport), all 10 crew members and 26 passengers were killed; t/t 698 hours
	CCCP-L760	PS-124	GVF/Uzbekistan-TAS	trf	nov41	

Tupolev ANT-22 (MK-1)

The MK-1 (for morskoi kreiser - maritime cruiser) was a flying boat in katamaran configuration, powered by six Mikulin M-34R engines. It was to carry up to six tonnes of bombs, but the engines did not provide sufficient power, so that the aircraft was not able to reach the performance data required by the Soviet Navy. Apart from that, operation and maintenance of such big flying boats required considerable resources. Hence the programme was stopped in autumn 1935.

1 ANT-22 prototype built by ZOK TsAGI at Moscow-Lefortovo in 1934

---	no code	ANT-22	TsAGI	f/f	08aug34	the prototype, with 6 M-34R engines; transported (in disassembled state) by rail to the TsAGI seaplane base at Sevastopol jul34; completed factory trials 08may35; underwent state trials 27jul35/15aug35, which it did not pass; established a world record 08dec36, lifting a load to 10 tonnes up to 1,942 metres; wfu in 1937
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Tupolev ANT-26 (TB-6)

The TB-6 was the largest in the planned fleet of heavy bombers. It was to be powered by six Serdyukov M-44 engines (in the absence of these by twelve Mikulin M-34FRN engines) and would have had a wing span of 95 metres. Production of the TB-6 was to have taken place at Factory No. 124 at Kazan-Borisoglebskoye which was specially built for this purpose. However, work on the project was stopped in July 1934, before construction of the prototype started. Only a scaled-down two-seat glider with a wing span of some 20 metres (designated 'Planyor TB-6') was built which underwent trials with TsAGI in May 1935 (it was towed by a Polikarpov R-5).

Tupolev ANT-27 (MDR-4 & MTB-1)

The MDR-4 (later redesignated MTB-1) was a flying boat used for reconnaissance and as a bomber. Its design was based on the Chetverikov MDR-3 which was improved by the KOSOS TsAGI team headed by Tupolev. The performance data of the MTB-1 were mediocre, but the Soviet Navy urgently needed a large flying boat, so a series of 15 was built by Factory No. 31 at Taganrog in 1936/37, and the type was commissioned by the Navy in early 1936. The sole unit equipped with the MTB-1 was 124 mte (heavy maritime squadron) of the Black Sea Fleet at Sevastopol, but the type was rarely used (probably 11 of the 15 MTB-1s were just stored), and as early as November 1937 an order was issued to withdraw it from use in 1938. No MTB-1 was on charge by 1939. The planned passenger version MP-3 (which was to carry 14 passengers) never left the drawing board.

2 ANT-27 prototypes built by ZOK TsAGI at Moscow-Lefortovo in 1934

---	no code	ANT-27	TsAGI	mfd	07mar34	the first prototype, with 3 M-34R engines; built using some parts of the disassembled MDR-3 prototype; transported (in disassembled state) by rail to the TsAGI seaplane base at Sevastopol starting 10mar34; f/f 08apr34; w/o 16apr34 during the take-off run for a test flight (using a common at the time technique which turned out to be dangerous for the type) when encountered high sea swell after leaving a bay and broke up, all 4 crew killed
---	no code	ANT-27bis	TsAGI	mfd	29sep34	the second prototype, initially with 3 M-34R engines; construction started 05may34; transported (in disassembled state) by rail to the TsAGI seaplane base at Sevastopol; f/f 29oct34; completed factory trials 08mar35; underwent state trials 07apr/01jun35; re-engined with 3 M-34RN engines may35; w/o 23sep35 when part of the textile skin of the wing came off, the pilot made an emergency landing, but the flying boat touched down very fast, veered off course, hit a rock and caught fire, 3 crew members killed

15 MTB-1 built by Factory No. 31 at Taganrog in 1936/37

31 04	not known	MTB-1	Soviet Navy	mfd	1936	the first production aircraft; started state trials 29apr36; opb 124 mte at Sevastopol
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Tupolev ANT-35 (PS-35)

The PS-35 stood in direct competition with the PS-84 (later Li-2). Both had the same engines, but the PS-84 was able to carry double the payload of the PS-35. So only a small series was built.

2 ANT-35 prototypes built by ZOK TsAGI (later Factory No. 156) at Moscow-Lefortovo from 1936 to 1937

035	URSS N035	ANT-35	OKB Tupolev	mfd	01aug36	first prototype; with Gnome-Rhône 14Ksrd "Mistral Major" engines; registration without hyphen (Latin 'N' in registration); construction started jan36; f/f 20aug36; made a test flight MOW-LED-MOW 15sep36; rgd 08oct36; flew MOW-LBG 04/05nov36 and was displayed at the XV Paris Air Show, returned to Moscow 25dec36; trials completed may37; re-engined with M-85 engines
	URSS-M129	ANT-35	AFL/International	rgd	03jul37	c/n changed to 7335; used on the MOW-BMA route from autumn 1937; dbr 30sep37 when crashed on the MOW-BMA route, details unknown, no casualties; canx 1938

8 PS-35 built by Factory No. 22 GUAP NKTP at Moscow-Fili from 1937 to 1939

1/0	CCCP-L2482	PS-35	AFL/Ukraine	rgd	10dec40	with M-62IR engines; tested by AFL/NII GVF until 1940; opb 14 AO; dbr 07apr41 on a flight from Moscow-Khodynka to Kharkov when suffered from icing, as the pilot had the impression that the empennage would come off he made a precautionary landing near Khotmyzhsk (Borisovka district of the Kursk region), but the aircraft suffered substantial damage in the process, no casualties; struck off charge dec41
2/0	URSS-M133 CCCP-L2483 CCCP-L2483	PS-35 PS-35 PS-35bis	AFL/International AFL/Ukraine GVF	rgd rgd	13jul38 03aug40	with Wright SGR-1820-G2 "Cyclone" engines; used on the MOW-BMA route jul38/aug38; canx 08dec39
3/0	URSS-M131	PS-35bis	AFL/International	mfd	01may37	with M-62IR engines; photo exists opb Kievskaya OAG GVF at Tbilisi as of nov42; w/o 11nov42 on a flight from Baku to Tbilisi when the pilot cut the route short, the aircraft entered clouds and crashed at a height of some 800 metres into a mountain (some 900 metres) near Dzeirankchmaz (Shemakha district of Azerbaijan), all 5 crew members were killed and the sole passenger was slightly injured
	CCCP-L2484 CCCP-L2484	PS-35bis PS-35bis	AFL/Ukraine GVF	rgd	28jun40	improved version with larger fuselage, with Wright SGR-1820-G2 "Cyclone" engines; rgd 28jul37; in natural metal c/s; used on the MOW-BMA route from 01sep37; new CoF issued 08mar38; damaged 19aug38 on a flight from Riga to Stockholm-Bromma when suffered engine problems just minutes before landing, the crew elected to make a forced landing in a field at Skarpnäck, but the landing run ended in a large ditch, no casualties; repaired mfd given as 28jul40 in the accident report; with M-62IR engines opb Kievskaya OAG GVF as of feb42; w/o in the early hours of 22feb42 on a flight from the temporary airfield near the sovkhos (state farm) "Krasny Oktyabr" in the Vorontsovka district of the Voronezh region in support of the Political Directorate of the South-Western Front when took off against the wind, but in the wrong direction given the location of the airfield, collided with trees on the perimeter of the airfield and crashed, 1 of the 4 crew members was killed and all 3 survivors were injured (2 of them seriously); t/t 484 hours
4/0	URSS-M134 CCCP-L2485	PS-35 PS-35	AFL/International AFL/Ukraine	rgd rgd	01jun38 28jun40	with Wright SGR-1820-G2 "Cyclone" engines; used on the MOW-BMA route jul38/aug38; photo exists
5/0	CCCP-L2486 ?	PS-35	Soviet Air Force	no reports		with M-62IR engines; trf to 7 op GVF in 1942
6/0	CCCP-L2487	PS-35	AFL/Ukraine	rgd	17nov39	with M-62IR engines; underwent state trials 28oct39/15may40; canx dec41
7/0	CCCP-L2488	PS-35	AFL/Ukraine	rgd	17aug40	with M-62IR engines; trf to 7 op GVF in 1942
8/0	CCCP-L2489	PS-35	AFL/Ukraine	rgd	03aug40	with M-62IR engines; canx dec41

Tupolev Tu-4

The Tu-4 was a heavy bomber, in fact a 'reverse-engineered' copy of the Boeing B-29 "Superfortress". A total of 1,296 (according to other sources only 847) was built by three factories between 1947 and 1953. Four Tu-4s were transferred by the Soviet Air Force to Polar Aviation in the mid-1950s, which used them for ice-reconnaissance and re-supplying research stations in the Arctic.

Batch 0 consisted of two aircraft only and batch 1 of three aircraft. The next batches had five aircraft each and later batches ten.

655 Tu-4 built by Factory No. 22 at Kazan-Borisoglebskoye from 1947 to 1952

(1948: 17, 1949: 120, 1950: 177, 1951: 191, 1952: 150) The c/n can be explained as follows: The first two digits (22) are the factory code, followed by the batch number and the number in the batch.

22 00 01	not known	Tu-4	Tupolev OKB	f/f	19may47	line # 1; in Soviet Air Force c/s; underwent trials with the LII VVS at Zhukovskii; took part in the flypast at Tushino 03aug47
22 00 02	"22"	Tu-4	Tupolev OKB	f/f	jun47	line # 2; in Soviet Air Force c/s; took part in the flypast at Tushino 03aug47; modified to, see next line
22 01 01	"22"	Tu-4A	Soviet Air Force	photo		nuclear bomb carrier; dropped the first Soviet nuclear bomb
22 01 01	"03" black ?	Tu-4	Tupolev OKB	f/f	aug47	line # 3; took part in the flypast at Tushino 03aug47; dbr 18sep47 when one engine caught fire and the pilot made a belly-landing short of the runway
22 01 02	"04" black ?	Tu-4	Tupolev OKB	f/f	1947	line # 4; the first Tu-4 equipped with PV-20 cannons
22 01 03	not known	Tu-4	Soviet Air Force			line # 5
22 02 01	not known	Tu-4	Soviet Air Force			line # 6
22 02 02	not known	Tu-4	Soviet Air Force			line # 7
22 02 03	not known	Tu-4	Soviet Air Force			line # 8
22 02 04	"9" black	Tu-4	Soviet Air Force	f/f	19oct47	line # 9; converted to, see next line
22 02 05	"9" black	Tu-4LL	Soviet Air Force			used as a test-bed for the Dobrynin VD-3TK engine
22 02 05	"1000"	Tu-4	Soviet Air Force	Kho	late40s	line # 10; photo exists
22 02 50	"10"	Tu-4	Soviet Air Force	ph.	01jul57	at Bolbasovo; the number in the batch seems too high

22 03 01	not known	Tu-4	Soviet Air Force			line # 11
22 03 02	not known	Tu-4	Soviet Air Force			line # 12
22 03 03	not known	Tu-4	Soviet Air Force	f/f	1947	line # 13; w/o oct47 on the ferry flight to Moscow when 3 engines caught fire and the aircraft crashed
22 03 04	not known	Tu-4	Soviet Air Force			line # 14
22 03 05	not known	Tu-4	Soviet Air Force			line # 15
22 04 01	not known	Tu-4	Soviet Air Force			line # 16
22 04 02	not known	Tu-4	Soviet Air Force			line # 17
22 04 03	not known	Tu-4	Soviet Air Force			line # 18
22 04 04	"19"	Tu-4	Soviet Air Force		photo	line # 19; photo in the book "Soviet Strategic Aviation in the Cold War"
22 04 05	not known	Tu-4	Soviet Air Force	f/f	1948	line # 20 (the last one of the pre-production batch)
22 05 01	"21" black	Tu-4	Soviet Air Force		photo	
22 05 03	"23" black	Tu-4	Soviet Air Force		photo	
22 05 04	"24"	Tu-4	Soviet Air Force		photo	
22 06 05	no code	Tu-4	Soviet Air Force	ph.	1947/48	in the book "Soviet Strategic Aviation in the Cold War" at the LII
22 07 02	"32"	Tu-4	Soviet Air Force	ph.	1947	
22 08 02	"37" black	Tu-4	Soviet Air Force	ph.	1947	
22 08 04	"39" black	Tu-4	Soviet Air Force	ph.	1947	
22 09 01	"41" black	Tu-4	Soviet Air Force			
22 09 14	"41"	Tu-4	Soviet Air Force		photo	
22 10 01	"46"	Tu-4	Soviet Air Force		photo	
22 12 03	"23"	Tu-4LL	MAP LII Zhukovski	ph.	1957 ?	in the book "Soviet Strategic Aviation in the Cold War" modified by OKB-30 within the frameworks of the project "Burlaki" to tow a MiG-15bis fighter; underwent factory trials 02feb/26apr51 and state trials 28jul/24aug51 engine test-bed; in Soviet AF c/s; equipped with an NK-4 turbo-prop on # 1 position and an AI-20 turbo-prop on # 4 position around 1957 featured in film
22 12 04	not known	Tu-4	Soviet Air Force			
22 14 01	"66" black	Tu-4	Soviet Air Force			
22 18 01	not known	Tu-4	Soviet Air Force			
22 19 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an additional RSU-5 radio station
22 19 02	"92" black	Tu-4	Soviet Air Force	DEB	1950/51	opb 226 bap; seen at Debrecen (Hungary) in 1950/51
22 21 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an RSB-5 radio station
22 22 01	not known	Tu-4	Soviet Air Force			
22 24 01	not known	Tu-4	Soviet Air Force			
22 24 05	not known	Tu-4	Soviet Air Force			underwent trials with the S-3 refuelling system in 1950
22 29 03	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an AGK-47B electrical horizon
22 30 02	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with light filters and shutters and at the same time the first aircraft with an AFA photo camera
22 31 05	not known	Tu-4	Soviet Air Force			featured in film
22 32 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with PV-23 cannons; converted into a Tu-4D (T)
22 32 04	not known	Tu-4	Polyarnaya Aviats.			featured in film
22 34 02	"02" red	Tu-4	Soviet Air Force		photo	
22 37 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with improved engine mountings
22 42 05	not known	Tu-4	Soviet Air Force			
22 42 06	not known	Tu-4	Soviet Air Force			
22 45 06	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with improved Magnesium-M radar station
22 47 06	not known	Tu-4	Soviet Air Force		photo	rear of the fuselage only
22 50 02	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft "Kobalt-M" radar
22 50 08	4134	Tu-4	Chinese Air Force		photo	converted to carry RPVs; preserved in the China Aviation Museum at Shahezhen AFB (N40.183455 E116.35872 Changping), seen 1990/mar19
22 51 03	not known	Tu-4	Soviet Air Force			
22 52 04	no code	Tu-4	Soviet Air Force		photo	armament removed; used to resupply Soviet polar stations
22 54 02	not known	Tu-4LL	Soviet Air Force			used as a test-bed for the Kuznetsov TV-2 turbo-prop engine (replaced engines Nos. 1 and 4), conducted 27 flights (with t/t 72 hours 51 minutes) with the TV-2s may51/oct51; dbr 08oct51 when the TV-2 on position No. 4 caught fire while being restarted in-flight
22 53 03	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an additional SD-1 rangefinder indicator and RV-2 radio altimeter indicator
22 54 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with GS-9000M generators that were replaced with GSR-9000 which produced the same voltage at lower speeds
22 55 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with the new SPU-14M intercom, which was simpler and more reliable
22 57 01	not known	Tu-4	Soviet Air Force	no	reports t	he first aircraft with a new armament system
22 57 02	"15"	Tu-4	Soviet Air Force		photo	
22 58 01	not known	Tu-4	Soviet Air Force			
22 60 01	not known	Tu-4	Soviet Air Force	no	reports	with retractable Barium-M station to allow bombs to be loaded more easily into the rear compartment
22 60 02	"08" red	Tu-4T	Soviet Air Force			
22 61 10	not known	Tu-4	Soviet Air Force	no	reports	the last aircraft with an additional RSU-5 radio station
22 63 05	no code	Tu-4K	Soviet Air Force	ph.	1952	armed with two KS-1 missiles; underwent trials in 1952
	not known	Tu-4K	Soviet Navy	no	reports	opb 124 tbap (renamed 124 mtap) and later by 5 mtap of the Black Sea Fleet
22 66 01	not known	Tu-4	Soviet Air Force			
22 66 03	"07"	Tu-4	Soviet Air Force		photo	in natural metal c/s
22 66 09	"09"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
22 ...	"207" black	Tu-4	Soviet Air Force		photo	the 207th Tu-4 built by Factory No. 22
220 51 08 ?	"30"	Tu-4	Soviet Air Force		photo	c/n difficult to read on photo; used as a ground instructional airframe by the Mechanical and Machine-building Faculty of the Chelyabinski Politekhnikheski Institut (MKh ChPI) at Chelyabinsk
22 72 09	not known	Tu-4	Soviet Air Force			
22 72 10	not known	Tu-4	Soviet Air Force	w/o	27aug53	crashed in the Spassky District, Primorsky Krai, killing 13 crew members; opb 442 tbap
22 73 04	not known	Tu-4	Soviet Air Force			opb 292 tbap; w/o in the early hours of 12aug54 on a training flight at night in poor visibility (low clouds) when the instruments failed shortly after take-off so that the crew lost spatial orientation, the aircraft banked to the right, lost height and crashed, all 13 crew members (pilot: Captain Nikolai Ya. Shabanov) were killed
220 75 02	"11"	Tu-4	Soviet Air Force		photo	in natural metal c/s; stored on photo
220 75 03	"29"	Tu-4	Soviet Air Force		photo	opb 25 "Moskovski" vtap at Pskov
220 75 06	not known	Tu-4	Soviet Air Force			c/n given as 227506; first aircraft with new VZB-A5 propellers, which could be feathered in flight
220 75 10	"29" red	Tu-4NM	Soviet Air Force		photo	RPV carrier aircraft
220 79 01 ?	"14"	Tu-4	Soviet Air Force		photo	last digit of the c/n difficult to read on photo; in natural metal c/s
220 80 09	CCCP-N1155	Tu-4	Polyarnaya Aviats.	rgd	17oct55	ex Soviet Air Force; opb 247 LO; first CoFA was valid until 04sep56; photo exists
	CCCP-04259	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,252 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out
220 84 07	CCCP-N1156	Tu-4	Polyarnaya Aviats.	rgd	17oct55	ex Soviet Air Force; opb 247 LO; first CoFA was valid until 04sep56
	CCCP-04260	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,463 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out

481 Tu-4 built by Factory No. 18 at Kuibyshev-Bezymyanka from 1949 to 1953

The early c/n system can be explained as follows: The first two digits (18) are the factory code, followed by the product code (4), the number in the batch and the batch number. Starting from batch 50, a new system was used which can be explained as follows: The first three digits (280) stand for the factory code, followed by the batch number and the number in the batch.

18 4 3 05	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an additional RSU-5 radio station
18 4 5 05	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an RSB-5 radio station
18 4 1 07	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an AGK-47B electrical horizon
18 4 5 07	"23"	Tu-4	Soviet Air Force		photo	opb 50 vashm at Vapnyarka-2
18 4 3 08	"21"	Tu-4	Soviet Air Force		photo	opb 50 vashm at Vapnyarka-2
18 4 2 09	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with light filters and shutters and at the same time the first aircraft with an AFA photo camera
18 4 4 11	"58"	Tu-4	Soviet Air Force		photo	
18 4 1 15	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with improved engine mountings
18 4 4 15	"81" red	Tu-4D	Soviet Air Force	ph.	1957	opb 566 vtap at Seshcha
18 4 2 18	"01"	Tu-4	Soviet Air Force	ph.	1962	from ChVVAUSh website
	"28" blue	Tu-4D	Soviet Air Force			
18 4 1 21	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with new transponder equipment
18 4 5 24	"03"	Tu-4	Soviet Air Force		photo	the fourth digit of the c/n is not 100% clear and could be a '3'
18 4 4 30	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with the new SPU-14M intercom, which was simpler and more reliable
18 4 1 32	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with GS-9000M generators that were replaced with GSR-9000 which produced the same voltage at lower speeds
18 4 1 33	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an additional SD-1 rangefinder indicator and RV-2 radio altimeter indicator
18 4 5 34	not known	Tu-4	Soviet Air Force		photo	at Rylsk ATU GA
18 4 01 36	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with PV-23 cannons
18 4 10 39	not known	Tu-4	Soviet Air Force	no	reports	the last aircraft with an additional RSU-5 radio station
18 4 01 40	not known	Tu-4	Soviet Air Force	no	reports	with retractable Barium-M station to allow bombs to be loaded more easily into the rear compartment
18 4 08 41	"18" red	Tu-4D	Soviet Air Force	w/o	18aug51	crashed near the city of Saratov, 14 members of its test crew died
18 4 06 44	"06"	Tu-4	Soviet Air Force		photo	opb 25 "Moskovski" vtap at Pskov
18 4 03 47	"26" red	Tu-4D	Soviet Air Force			
18 4 08 48	"41" red	Tu-4	Soviet Air Force		photo	converted to a "Burlaki" system test-bed; later converted to a tanker
18 4 30 48	not known	Tu-4	Soviet Air Force			the first spar, nose and stabilizer tip were reinforced
280 50 02	"22" blue	Tu-4	Soviet Air Force		photo	
280 50 09	not known	Tu-4	Soviet Air Force	no	reports	first aircraft with new VZB-A5 propellers, which could be feathered in flight
280 51 03	"01" red	Tu-4	Soviet Air Force	mfd	mar52	also reported for Polyarnaya Aviatsiya, but this seems not to be true; opb 43rd Air Army at KBP, was the personal aircraft of the regiment's commander; took part in the cancelled air raid on Budapest

280 52 04	not known	Tu-4K	Soviet Air Force		photo	03/04nov56; trf to the navigators' school at Chelyabinsk-Shagol in 1957; last flight 07oct58 (to Monino);
280 56 03	"25"	Tu-4	Soviet Air Force		photo	t/t 1,540 hours 05 minutes and 2,004 cycles; used as a ground instructional airframe by the repair shop at
280 57 10	CCCP-N1139	Tu-4	Polyarnaya Aviats.	trf	early54	Monino; h/o to the Air Force museum at Monino (N55.831617 E38.1876296) when the repair shop was closed down, l/n jun24
	CCCP-04262	Tu-4	Aeroflot/Polar	rgd	1959 ?	in the book "Soviet Strategic Aviation in the Cold War"
280 58 08	"25"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
280 59 01	"21" red	Tu-4	Soviet Air Force			ex Soviet Air Force; opb 247 LO; registration painted on as "CCCP H-1139"; in natural metal c/s with titles;
280 60 07	4074	Tu-4	Chinese Air Force			equipped with a "Kobalt" radar in 1954; used to resupply the drifting polar stations SP-4 in 1954 and SP-5
280 60 08	4005	Tu-4	Chinese Air Force			in 1955; f/n 22jun54; l/n Antarktika 07nov55
280 60 10	4104	Tu-4	Chinese Air Force			opb 247 LO; t/t 1,398 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out
280 61 01	"02"	Tu-4	Soviet Air Force		photo	at Novgorod-Krechevitsy; opb 224 tbap
280 62 07	4003	Tu-4	Chinese Air Force			
280 62 08	not known	Tu-4	Chinese Air Force			
280 62 10	not known	Tu-4	Chinese Air Force			
280 63 01	4001	Tu-4	Chinese Air Force			
280 63 02	? not known	KJ1	Chinese Air Force		photo	c/n difficult to read on photo; AEW aircraft with rotodome
280 63 03	"28" red	Tu-4	Soviet Air Force		photo	
280 65 01	not known	Tu-4	Soviet Air Force			opb 50th Air Army; converted to, see next line
	4114	Tu-4UChSh	Chinese Air Force	h/o	10sep60	navigator training version; converted to, see next line
	4114	KJ1	Chinese Air Force		photo	prototype of an AEW aircraft with Type 843 rotodome and AI-20M turboprops; preserved in the China
280 65 08	not known	Tu-4	Soviet Air Force			Aviation Museum at Shahezhen AFB (Changping, N40.183106 E116.35875), seen 1990/feb24
	4124	Tu-4UChSh	Chinese Air Force	h/o	10sep60	opb 50th Air Army; converted to, see next line
280 67 02	"23" red	Tu-4T	Soviet Air Force			navigator training version
						prototype of this version

160 Tu-4 built by Factory No. 23 at Moscow-Fili from 1950 to 1952

The early c/n system can be explained as follows: The first two digits (23) are the factory code, followed by the number in the batch and the batch number. Starting from about batch 12 ?, a new system seems to have been used. It can probably be explained as follows: The first three digits (230) stand for the factory code, followed by the batch number and the number in the batch.

23 01 01	not known	Tu-4	Soviet Air Force	no	reports	already equipped with an RSB-5 radio station, an additional RSU-5 radio station and an AGK-47B electrical horizon
23 01 02	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with light filters and shutters and at the same time the first aircraft with a photo camera
23 01 03	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with new transponder equipment
23 01 04	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with PV-23 cannons
23 01 09	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with a new armament system
23 02 05	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with the new SPU-14M intercom, which was simpler and more reliable
23 03 07	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an additional SD-1 rangefinder indicator and RV-2 radio altimeter indicator
23 04 07	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft "Kobalt-M" radar
23 05 03	not known	Tu-4LL	Soviet Air Force		photo	opb LII; used as a mother ship for the '346' (DFS 346) supersonic rocket aircraft in 1950/51
23 10 12	not known	Tu-4	Soviet Air Force	no	reports	the last aircraft with an additional RSU-5 radio station
23 01 13	no code	Tu-4LL	Soviet Air Force		photo	used as a DR-1 test-bed for the Lyulka AL-5 engine and later as a DR-2 test-bed for the Lyulka AM-3 engine
23 03 14	no code	Tu-4LL	Soviet Air Force		photo	used as a test-bed for an early Lyulka engine
23 04 14	"65"	Tu-4	Soviet Air Force		photo	opb 208 tbap at Seshcha
23 01 15	not known	Tu-4	Soviet Air Force	no	reports	with retractable Barium-M station to allow bombs to be loaded more easily into the rear compartment
23 02 17	"35"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
23 02 19	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft that had the ability to switch the RSB-5 command radio to the fixed cable antenna of the 1RSB-70 communications station
23 03 20	no code	Tu-4D	Soviet Air Force		photo	
23 03 22	not known	Tu-4	Soviet Air Force			
	no code	ShR-1	MAP LII Zhukovski	h/o	jan52	test-bed for the tandem landing gear of the Myasishchev M-4 (with a 2-wheel forward landing gear); in Soviet Air Force c/s; underwent trials apr52/jun52 (34 flights)
	no code	ShR-2	MAP LII Zhukovski			test-bed for the tandem landing gear of the Myasishchev M-4 (with a 4-wheel forward landing gear); in Soviet Air Force c/s; underwent trials in 1953 (17 flights)
	not known	SUR	MAP LII Zhukovski			test-bed for the SUM rocket-assisted take-off boosters for the Myasishchev M-4; underwent trials in 1953/54 (only one 'live' take-off)
23 01 23	not known	Tu-4	Soviet Air Force	no	reports	the first spar, nose and stabilizer tip were reinforced
230 25 05	not known	Tu-4	Soviet Air Force		photo	featured in a news reel
230 26 04	not known	Tu-4	Soviet Air Force	w/o	23apr56	near Seshcha airfield killing 10 crew members; opb 208 tbap at Seshcha
230 27 02	"66" red	Tu-4	Soviet Air Force		photo	featured in a news reel
230 28 01	CCCP-N1138	Tu-4	Polyarnaya Aviats.	trf	early54	ex Soviet Air Force; opb 247 LO; registration painted on as "CCCP H-1138"; used to resupply the "Sever-6" Arctic expedition in 1954; photo 20apr54
	CCCP-04261	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,079 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out

Tu-4 with unknown construction numbers

---	"08"	Tu-4	Soviet Air Force		photo	at Krivoi Rog ATU GA; c/n given as '2805106' on forums.airforce.ru, but the c/n on the photo is not clear
.. .2 20	"10"	Tu-4	Soviet Air Force		photo	and the batch number does not look to be correct
---	"15"	Tu-4	Soviet Air Force		photo	based at Uzin in the 1950s
.. .. 14	"46"	Tu-4	Soviet Air Force		photo	at KBP 1950
---	"102"	Tu-4	Soviet Air Force	ph.	07nov51	opb 566 vtap at Seshcha
---	"250"	Tu-4	Soviet Air Force	ph.	07nov51	at Bolbasovo
.7 06 ?	not known	Tu-4	Soviet Air Force			at Bolbasovo
---	not known	Tu-4	Soviet Air Force			the first digit of the c/n might be a 9 (or a 6); opb 444 tbap; w/o in the late hours of 18aug53 when engine No. 1 caught fire, the fire could not be extinguished and destroyed the aileron so that the aircraft went out of control, the pilot ordered the crew to bail out before the aircraft crashed 3 km from Nikolo-Mikhailovka (Yakovlevka district of the Primorye region), but the intercom did not work, 7 of the 12 crew members (among them the pilot, 1st Lieutenant Viktor N. Khatnikov) were killed while the other 5 managed to bail out and survived
---	not known	Tu-4	Soviet Air Force			operated by uap of 1-ya Ryazanskaya VAOSH DA at Ryazan-Dyagilevo; w/o 17oct50 on a flight from Ryazan-Dyagilevo when crashed, at least 6 crew members (among them the pilot, Colonel Ilya I. Boitsov) were killed
---	not known	Tu-4	Soviet Air Force			operated by 238 tbap at Skoromokhi; w/o 26jul51 on a flight from Skoromokhi when crashed, at least 5 crew members were killed
---	not known	Tu-4	Soviet Air Force			operated by 52 otbap at Balbasovo; w/o 08aug51 on a flight from Balbasovo when crashed, all 12 crew members (pilot: 1st Lieutenant Andrei G. Kazantsev) were killed
---	4008	Tu-4	Chinese Air Force			

Tupolev Tu-16

This versatile bomber was widely used in the Soviet Union for all kinds of work. It is not really in the scope of this book to handle the type, but as some were used for the Tu-104 programme and others were purely used for civil work, we have included them. Total production was 1.503 Tu-16s of all versions.

649 Tu-16 built by Factory No. 22 at Kazan-Borisoglebskoye from 1953 to 1959

The c/n gives the year of manufacture, the factory code (2 for factory 22), a 0 without meaning, the batch number and the number in the batch. It seems the first batches had five, middle batches had ten and later batches thirty aircraft each.

3 2 001 01	"11"	Tu-16	Soviet Air Force	mfd	29oct53	first series-production Tu-16; photo exists, opb military unit 55120 at Ufa
3 2 001 02	"06"	Tu-16	Soviet Air Force	mfd	late 53	photo at Achinsk VATU
3 2 001 03	"03" red	Tu-16	Soviet Air Force		photo	in natural metal c/s; used as a ground instructional airframe by the AVATU technical college at Achinsk
4 2 001 03	"40" red	Tu-16	Soviet Air Force			
4 2 001 05	not known	Tu-16	Soviet Air Force			
4 2 002 02	not known	Tu-16	Soviet Air Force	w/o	06apr54	according to the book 'Soviet Strategic Aviation in the Cold War'
4 2 002 04	"07"	Tu-16	Soviet Air Force			code visible under the paint, see next line
	no code	Tu-16	Soviet Air Force	ph.	ca 1972	used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA)
4 2 003 02	"15"	Tu-16	Soviet Air Force		photo	in natural metal c/s; used as a ground instructional airframe by ChVVAUSh around 1975
4 2 003 03	not known	Tu-16	Soviet Air Force			
4 2 003 05	not known	Tu-16KS-1	Soviet Air Force		1954	
4 2 004 01	"41"	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; probably scrapped in 1980s

4 2 004 04	"44"	Tu-16LL	MAP LII Zhukovski	no	reports	in Soviet Air Force c/s; used as a test-bed for studying laminar flow along various wing models at subsonic speeds in 1963/70, results of the tests used for the design of the Tu-134
4 2 005 01	not known	Tu-16	Soviet Air Force			
4 2 005 02	not known	Tu-16	Soviet Air Force			
4 2 005 03	"71" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
4 2 005 04	not known	Tu-16	Soviet Air Force			
4 2 005 05	--	Tu-16				h/o to Factory No. 1 as assemblies and received a new c/n there
4 2 006 01	not known	Tu-16	Soviet Air Force			
4 2 007 03	"40" red	Tu-16K-26	Soviet Navy	ph.	02may99	opb 2 ae 33 TSBP i PLS at Nikolayev-Kulbakino (confirmed for 1965/67); in dark grey c/s with white undersides; preserved at Bila Tserkva (N49.805763 E30.041283), seen may99/oct19
4 2 007 04	"01" red	Tu-16	Soviet Air Force	ph.	13jun13	in natural metal c/s; preserved at Vozdvizhenka from 1982, l/n 01may20
4 2 008 01	"42" ?	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; probably scrapped in 1980s
4 2 008 05	"83" yellow	Tu-16K-26	Soviet Air Force		06jul94	used as a ground instructional airframe by 111 VAShM at Chortkiv; l/n aug97
4 2 010 02	not known	Tu-16	Soviet Air Force	mfd	25feb54	opb military unit 25966-B
	not known	Tu-16	MAP LII Zhukovski	trf	13jun55	used as a flying test-bed e.g. for the R-27V-200 and RD-36-35FMV engines; ownership trf to the LII officially in 1973 (based on a decree dated 23may73)
4 2 010 04	"53" blue	Tu-16K-26	Soviet Air Force			last flight 15jun66 (to Monino); t/t 1,550 hours 10 min and 1,122 cycles; used as ground instructional airframe by the 'Zhukovski' Air Force Engineering College at Monino from may67; later h/o to the Air Force museum, displayed with KSR-5 missiles, f/n 1977, l/n 17jun99
4 2 011 10	"53" red "74" yellow	Tu-16K-26 Tu-16K-26	Soviet Air Force Soviet Air Force	Mon	03jul06 06jul94	preserved in the Air Force museum at Monino (N55.832772 E38.187915) with changed code, l/n oct23 also reported as "74" black !; used as a ground instructional airframe by 111 VAShM at Chortkiv, almost completely broken up by may97, l/n aug97
4 2 012 07	"58"	Tu-16	Soviet Air Force		photo	probably in light grey c/s
4 2 013 01	not known	Tu-16	Soviet Air Force			
5 2 013 05	"55"	Tu-16	Soviet Air Force		photo	based at Tartu
5 2 013 08	"65" red	Tu-16	Soviet Air Force		photo	in Aerofax book
	"17" red	Tu-16	Soviet Air Force		photo	based at Tartu
5 2 014 04	"63"	Tu-16	Soviet Air Force		photo	
	"42" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu; sighting correct ?, see previous line
5 2 014 05	not known	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; on photo already in derelict condition; probably scrapped in the 1980s
5 2 014 10	"07" red	Tu-16	Soviet Air Force		photo	
5 2 015 08	"12"	Tu-16	Soviet Air Force	w/o	14may74	on landing at Kamensk-Uralsky
5 2 015 09	"36"	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 016 03	not known	Tu-16	Soviet Air Force			
5 2 016 04	"25"	Tu-16KSR-2	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
5 2 016 07	"03"	Tu-16A	Soviet Air Force	MXR	1976	in dark grey c/s with white undersides
5 2 016 10	"08"	Tu-16	Soviet Air Force			opb 184 hbar at Priluki
5 2 017 01	"61"	Tu-16	Soviet Air Force		photo	
5 2 018 06	"03"	Tu-16	Soviet Air Force		photo	
5 2 019 04	not known	Tu-16	Soviet Air Force			
5 2 019 08	"13" red	Tu-16K	Soviet Air Force	KGO	30aug93	preserved; l/n KGO jun99
5 2 019 10	"21" red	Tu-16	Soviet Air Force		23may94	at Yegoryevsk Technical school, l/n 25aug95; broken up shortly after under the Strategic Arms Limitation Agreement
5 2 020 09	"52" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 020 10	not known	Tu-16KSR-2	Soviet Air Force			
5 2 021 01	"70" yellow	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 021 18	? "63"	Tu-16	Soviet Air Force		photo	c/n not confirmed (difficult to read on photo)
5 2 022 02	"75" black	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 022 07	"40" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 024 08	not known	Tu-16	Soviet Air Force		photo	in mid air, nose only, no code visible
5 2 025 06	"05" red	Tu-16KSR-2	Soviet Air Force	Akc	14aug96	
5 2 025 10	"29"	Tu-16	Soviet Air Force	ph.	1972	in natural metal c/s; used as a ground instructional airframe at Michurinsk
5 2 026 05	"11" red	Tu-16K	Soviet Air Force	Eng	10aug01	probably a Tu-16KSR-2-5; reportedly opb 132 tbap at Tartu; in light grey c/s with dark grey top; preserved near the gate of the Air Force base at Engels, seen aug01
	no code	Tu-16K	Soviet Air Force	Eng	20aug03	in light grey c/s with dark grey top, adorned with 'snow flakes'; preserved near the gate of the Air Force base at Engels (N51.478297 E46.154275), seen aug06/nov20
5 2 026 12	"33" red	Tu-16	Soviet Air Force	ph.	17aug97	at Stryy, wfu
5 2 027 02	"57"	Tu-16	Soviet Air Force		photo	
5 2 027 12	"27"	Tu-16	Soviet Air Force		photo	
5 2 028 01	not known	Tu-16	Soviet Air Force			
5 2 028 07	"55"	Tu-16	Soviet Air Force		photo	in natural metal c/s; used as a ground instructional airframe by the AVATU technical college at Achinsk
5 2 028 09	"16" yellow	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 028 19	no code	Tu-16K-26	Soviet Air Force	ph.	09nov85	was reported as a Tu-16P before; in natural metal c/s; was preserved in a park on the shore of a lake in the centre of Ternopil (Ukraine), l/n sep96
5 2 029 06	"10" red	Tu-16K	Soviet Air Force	ph.	sep05	fake c/n '5207981' painted on; in light grey c/s with dark grey top; preserved in the AvtoVAZ technical museum at Togliatti (N53.552875 E49.247889), seen aug06/oct24
5 2 029 07	"17" red	Tu-16P	Soviet Air Force	Akc	14aug96	
5 2 029 08	not known	Tu-16	Soviet Air Force			
6 2 029 16	"01"	Tu-16	Soviet Air Force		photo	at Zyabrovka 1978
6 2 030 05	not known	Tu-16	Soviet Air Force		17aug97	at Stryy, nose section only
6 2 030 16	"10" red	Tu-16	Soviet Air Force	Kzp	25jun02	tail only
6 2 030 17	"47"	Tu-16	Soviet Air Force	ph.	1982	at Kamensk-Uralsky
6 2 031 05	not known	Tu-16	Soviet Air Force			
6 2 031 06	not known	Tu-16K	Soviet Air Force	mfd	31mar56	opb 303 tbap 55 tbad 30 VA at Zavitsinsk; used call-sign CCCP-07514; w/o 24aug81 on a weather reconnaissance flight from Zavitsinsk when military and civil ATC insufficiently co-ordinated their actions, the aircraft flew lower than communicated to ATC, collided at a height of 5,220 metres with An-24RV CCCP-46653 of Aeroflot and crashed in the taiga near Fyodorovka (at N50.017 E130.467 in the Zavitsinsk district of the Amur region) and exploded, all 6 crew killed; t/t 4,019 hours and 2,870 cycles
6 2 031 19	"02"	Tu-16	Soviet Air Force	ph.	03jan84	in flight, Priluki; l/n Stryy 17aug97, wfu
6 2 031 21	not known	Tu-16	Soviet Air Force			
6 2 031 27	"16" blue	Tu-16	Soviet Air Force	VVO	19apr97	
6 2 031 30	not known	Tu-16KSR-2	Soviet Air Force			
6 2 032 03	"19" CCCP-42355	Tu-16K-26 Tu-16K-26	Soviet Navy Goskomgidromet	Pus	28may90	b/w photo with this code and c/n readable; was converted by 20 ARZ at Pushkin in 1977, see next line
6 2 032 08	not known CCCP-42484	Tu-16K-26 Tu-16K-26	Soviet Navy Goskomgidromet	ph.	1982	"Tsiklon-N" weather control aircraft; in full Aeroflot c/s; opb NII VVS (Air Force Research Institute) at Chkalovski; underwent trials 1978/80; converted to "Tsiklon-NM" by 20 ARZ by early 1990s; wfu 1997; l/n CKL aug03, still in full Aeroflot c/s; broken up in 2005
						converted by 20 ARZ at Pushkin in 1977, see next line
						at Priluki; "Tsiklon-N" weather control aircraft; in full Aeroflot c/s; opb NII VVS (Air Force Research Institute) at Chkalovski; underwent trials 1978/80; flew 12 missions to disperse radioactive clouds after the Chernobyl disaster sep/dec86, receiving high doses of radiation (was washed for two weeks at Bila Tserkva apr87); wfu about 1992 because of its contamination and scrapped; reg reported as a Tu-104 at AMS 05sep66 impossible, see Tu-104 with c/n 021502 which would have had this registration according to the registration sequence
6 2 032 10	"85"	Tu-16	Soviet Air Force		photo	in natural metal c/s
6 2 032 28	"86" red	Tu-16	Soviet Air Force		23may94	at Yegoryevsk Technical school 23may94; broken up shortly after under the Strategic Arms Limitation Agreement
6 2 033 12	"09"	Tu-16	Soviet Air Force		photo	possibly in light grey c/s; used as a ground instructional airframe, possibly by ChVVAUSH
6 2 033 29	"29"	Tu-16	Soviet Air Force		photo	
6 2 033 30	not known	Tu-16B	Soviet Air Force			
6 2 034 03	"11"	Tu-16	Soviet Air Force		photo	
6 2 034 14	"08" blue	Tu-16	Soviet Air Force	VVO	19apr97	at Mongokhto
7 2 034 15	"26"	Tu-16	Soviet Air Force		photo	with '7102' painted under its c/s
7 2 034 22	"2" black	Tu-16	Soviet Air Force		photo	in light grey c/s with dark grey top; damaged while undergoing maintenance at Zavitsinsk when the nose gear retracted, it was decided then to preserve the aircraft instead of repairing it; preserved as a gate guard at Zavitsinsk from early summer 1989
7 2 035 16	"61"	Tu-16K	Soviet Air Force		photo	
7 2 035 23	not known	Tu-16	Soviet Air Force			
7 2 035 24	not known	Tu-16	Soviet Air Force			
7 2 036 02	"83"	Tu-16	Soviet Air Force		photo	opb military unit 90724
7 2 036 05	"74" red	Tu-16	Soviet Air Force		11sep96	in Bila Tserkva technical School, l/n 27jun99
7 2 036 08	no code	Tu-16KSR-2	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield from the 1960s; probably scrapped in 1980s
7 2 036 20	"20" red	Tu-16	Soviet Air Force	Akc	14aug96	
7 2 036 24	"19" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 036 27	not known	Tu-16	Soviet Air Force		photo	
7 2 036 30	not known	Tu-16	Soviet Air Force	mfd	27jun57	opb military unit 25966-B
	not known	Tu-16	MAP LII Zhukovski	trf	16apr59	used as a flying test-bed e.g. for the TGS-40A and 23T; ownership trf to the LII officially in 1973 (based on a decree dated 23may73)
7 2 036 0.	"21" black	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 037 09	"09" red	Tu-16A	Soviet Air Force			in white c/s with grey uppersides; used as the accompanying aircraft during the test of the thermonuclear 'super bomb' AN602 over Novaya Zemlya 30oct61
7 2 037 12	"73" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 037 19	not known	Tu-16RR	Soviet Air Force			

7 2 037 24	"56" red	Tu-16	Soviet Air Force		photo	with a tandem nose gear
	"07" red	Tu-16	Soviet Air Force	ULV	09sep92	scrapped at Ulyanovsk in 1992
7 2 037 27	"08" red	Tu-16	Soviet Air Force		photo	
7 2 037 28	"07" red	Tu-16	Soviet Air Force		11sep96	in Bila Tserkva technical School, l/n 16may98 but not noted there 27jun99 !
7 2 037 30	"62" red	Tu-16	Soviet Air Force	DME	jul67	
7 2 038 05	not known	Tu-16K-10	Soviet Air Force			
7 2 038 06	not known	Tu-16K-10	Soviet Air Force			
7 2 038 11	"84"	Tu-16	Soviet Air Force		photo	at Mongokhto
7 2 038 12	"03"	Tu-16A	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
7 2 038 17	"10" red	Tu-16	Soviet Air Force	ULV	09sep92	scrapped at Ulyanovsk in 1992
7 2 038 19	"24"	Tu-16KS	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
7 2 038 20	not known	Tu-16KSR-2	Soviet Air Force			
7 2 038 22	"47"	Tu-16	Soviet Air Force		photo	in natural metal c/s
7 2 038 29	"17"	Tu-16	Soviet Air Force	ph.	jul91	
	"06" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva; sighting correct ?, see previous line
7 2 039 02	"53"	Tu-16	Soviet Air Force		1994	in Bila Tserkva technical School, l/n 27jun99
7 2 039 07	"15" red	Tu-16	Soviet Air Force		1994	in Bila Tserkva technical School, l/n 27jun99
7 2 039 14	"04" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 040 03	"17" red	Tu-16K-26	Soviet Air Force		06jul94	used as a ground instructional airframe by 111 VAShM at Chortkiv, l/n aug97
7 2 040 05	"18" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva, l/n 16may98, not seen 27jun99
8 2 040 10	not known	Tu-16K-10	Soviet Air Force			
8 2 040 14	"25" blue	Tu-16K-26	Soviet Air Force	Plw	aug96	preserved in the Poltava base museum (N49.618788 E34.501872) l/n sep21
8 2 040 16	not known	Tu-16	Soviet Air Force			
8 2 040 17	"45"	Tu-16	Soviet Air Force		photo	at Chelyabinsk-Shagol early 1990s, code not visible in the photo
8 2 040 22	"20"	Tu-16	Soviet Navy		photo	
	"54" red	Tu-16	Soviet Air Force	IEV	30aug93	in the compound of the technical school and later scrapped
8 2 040 24	"05" ?	Tu-16	Soviet Air Force	ph.	1963	at Armavir (N44.975939 E41.12279), '8204024 8193' on fin; second digit of code difficult to read on photo
8 2 040 28	4028 ?	Tu-16	Egyptian Air Force			carried '8204028' on the cockpit bulkhead
8 2 041 05	"05" blue	Tu-16LL	LII im. Gromova	mfd	1958	engine test-bed (izdeliye NLL); in Soviet Air Force c/s; f/n ZIA 16aug92; seen ZIA sep13; was to be scrapped according to a Rosimushchestvo (State Property Agency) document 2011, but still extant dec15/apr16, missing tail and outer wings; seen complete and preserved in the Verkhnyaya Pyshma Museum of Military Technology (N56.960902 E60.584104) aug17/jan22
8 2 041 17	not known	Tu-16LL	MAP LII im.Gromova	w/o	01feb71	when the outer flaps were deployed by mistake at a speed of more than 500 km/h and were ripped off by the airstream so that the aircraft went out of control and crashed near Yegoryevsk, all 7 crew members (pilot: Amet-khan Sultan) were killed
8 2 041 30	not known	Tu-16P	Soviet Air Force			
8 2 042 03	not known	Tu-16P	Soviet Air Force			
8 2 042 06	"40" red	Tu-16P	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
8 2 042 10	"19" red	Tu-16	Soviet Air Force		12jul94	at Oktyabrskoye (Crimea), wfu
8 2 042 14	"69" red	Tu-16E	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
8 2 042 15	"51" red	Tu-16P	Soviet Air Force	TAY	mar80	with large code on tail
. 2 042 ..	"57" red	Tu-16LL	LII Zhukovski			test-bed with nose and targeting systems of the M-17; in Soviet Air Force c/s; seen ZIA (N55.557581 E38.124808) aug05/aug09, stored

150 Tu-16K-10s built by Factory No. 22 at Kazan-Borisoglebskoye from 1961 to 1963

The c/n is explained as follows: The first digit has no obvious meaning, the second and third digits are the batch number, the fourth digit stands for the year of manufacture, the fifth and sixth digits are the number in the batch and the last digit again has no obvious meaning.

2 73 3 04 5	"01" red	Tu-16K-10	Soviet Air Force	mfd	1963	line # 73-04; opb 303 tbap at Zavitinsk; in natural metal c/s; w/o 17mar76 on a formation flight at night from Zavitinsk to Mys Shmidta when stalled (due to pilot error) while descending between Markovo and Mys Shmidta, entered a spin and crashed, the crew (pilot: Major Gosteyev) was not able to shoot out due to the high g loads and was killed
2 74 3 05 4	not known	Tu-16K-10D	Soviet Navy			
1 79 3 01 4	not known	Tu-16K-10D	Soviet Navy			

543 Tu-16s built by Factory No. 1 at Kuibyshev-Bezymyanka from 1954

The c/n gives the factory number, the type code (izdeliye 88), the batch number and the number in the batch.

1 88 00 02	not known	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; scrapped in 1980s
1 88 01 01	not known	Tu-16	Soviet Air Force			
1 88 02 02	not known	Tu-16	Soviet Air Force			
1 88 03 01	not known	Tu-16	Soviet Air Force			
1 88 03 02	"50" red	Tu-16	Soviet Air Force	mfd	1954	underwent factory trials 18dec54; opb GK NII VVS 1955/aug60; last flight 06aug60 (to Monino); t/t 562 hours 48 min, 218 cycles; used as ground instructional airframe by the 'Zhukovski' Air Force Engineering College at Monino before being h/o to the Air Force museum (N55.831986 E38.187694) f/n 1977, l/n oct23
1 88 04 02	not known	Tu-16	Soviet Air Force			
1 88 04 03	not known	Tu-16	Soviet Air Force			
1 88 04 04	"41" yellow	Tu-16	Soviet Air Force	no	reports	c/n not confirmed
	"78" black	Tu-16	Soviet Air Force		16may98	on the dump at Uzyn-Chepelevka, previous code "41" yellow still visible; c/n not confirmed, read off as '800404'
1 88 04 05	not known	Tu-16	Soviet Air Force			
1 88 05 01	not known	Tu-16	Soviet Air Force			
1 88 05 02	not known	Tu-16	Soviet Air Force			
1 88 05 03	not known	Tu-16	Soviet Air Force			
1 88 05 04	not known	Tu-16	Soviet Air Force			
1 88 05 05	not known	Tu-16	Soviet Air Force			
1 88 06 01	'761'	Tu-16	Soviet Air Force	ph.	mar59	appears in a film about the Tu-16 published in the 'Royal Observer Corps Recognition Journal'
1 88 08 04	not known	Tu-16	Soviet Air Force			
1 88 09 05	no code ?	Tu-16	Soviet Air Force		photo	in natural metal c/s, no code visible on photo; used as a ground instructional airframe by the AVATU technical college at Achinsk
1 88 11 06	"07"	Tu-16	Soviet Air Force		photo	
1 88 11 10	"10" blue	Tu-16LL	Soviet Air Force	ZIA	16aug92	l/n ZIA 31aug93
1 88 12 10	"15" red	Tu-16	Soviet Air Force	Akc	14aug96	
1 88 13 01	not known	Tu-16	Soviet Air Force		photo	with the c/n on in "World Air Power Journal 11", page 126; converted by ARB-400 at VKO to, see next line
	CCCP-L5411	Tu-104G	AFL/Moscow (MUTA)	rgd	14sep55	opb LUTTs (Lyotnyy uchebno-trenirovochny tsentr = Flying Training Centre) at OVB; was the first aircraft of LUTTs, arrived at OVB 26jan57; in natural metal c/s with small titles on the nose
	CCCP-L5411	Tu-104G	Aeroflot/LUTTs	trf	jan57	the new registration was never painted on; registration later used on Tu-104B c/n 920603
	CCCP-42426	Tu-104G	Aeroflot/LUTTs	rgd	09may58	Kiev Aviation Institute (later KIIGA); canx 25mar61; soc 25mar63 as to become a 'training exhibit'; used as a ground instructional airframe at IEV, l/n oct76
	CCCP-L5411	Tu-104G	AFL/KAI GVF	trf	26may58	taken at Kansk
1 88 13 03	"17"	Tu-16	Soviet Air Force		photo	in technical school compound at airfield
1 88 13 04	"58" red	Tu-16	Soviet Air Force	IEV	30aug93	
1 88 13 05	"42"	Tu-16	Soviet Air Force		photo	
1 88 15 01	"37" red	Tu-16	Soviet Air Force	mfd	1955	opb 132 tbap at Tartu; ferried from Tartu to Orsha in autumn 1984 and by Major-General Anatoli Dolgikh from Orsha to the 1,700 metres long (or rather short) runway at Smolensk-Severny 04oct84; disassembled and transported to the city of Smolensk
	no code	Tu-16	Soviet Air Force	ph.	21aug02	in light grey c/s with dark grey top; preserved at Smolensk from may85, seen aug02/feb18
	"46" red	Tu-16	Soviet Air Force	ph.	16jan21	c/n painted on the nose-wheel door; the code "46" stands for the 46th Air Army which had roots at Smolensk; in light grey c/s with dark grey top; preserved at the crossing of ul. Bagriona and 1-y Krasnoflotski pereulok (N54.782825 E32.022861) at Smolensk, seen jan21/may22
1 88 14 07	not known	Tu-16	Soviet Air Force			
1 88 16 02	"10" red	Tu-16P	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 16 03	not known	Tu-16	Soviet Air Force			
1 88 16 05	"23" blue	Tu-16	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 16 07	not known	Tu-16	Soviet Air Force		photo	
1 88 17 02	not known	Tu-16	Soviet Air Force		photo	
1 88 18 09	"12" red	Tu-16RM	Soviet Air Force	mfd	dec55	opb 1 ae 219 odrap at Khvalynka; preserved as a gate guard with 929 GLITs at Akhtubinsk; initially in natural metal c/s, seen as such aug99/dec19; repainted in light grey c/s, seen as such oct20
1 88 19 07	"46"	Tu-16	Soviet Air Force			
	"26"	Tu-16	Soviet Air Force		photo	
1 88 19 09	"35"	Tu-16	Soviet Air Force		photo	opb military unit 62546 at Spassk-Dalnii; code from engine cover only
1 88 20 02	"34"	Tu-16	Soviet Air Force		photo	based at Tartu in 1985
1 88 20 13	"32" blue	Tu-16	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 20 17	"15" red	Tu-16	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 21 06	not known	Tu-16P	Soviet Air Force			
1 88 21 08	not known	Tu-16R	Soviet Air Force		photo	opb 2 ae 219 odrap at Khvalynka
1 88 21 08	not known	Tu-16	Soviet Air Force			
1 88 22 05	"28"	Tu-16P	Soviet Air Force			
1 88 22 20	not known	Tu-16	Soviet Air Force		13aug01	preserved as gate guard at Shaikova (N54.247227 E34.376563); l/n jun18
					photo	of the nose section only, was a monument at the Palace of Pioneers; offered for sale on the internet aug22 for 350,000 roubles

1 88 23 10	not known	Tu-16	Soviet Air Force	PKC	08jul94	
1 88 23 15	"34"	Tu-16	Soviet Air Force	ph.	jan87	
1 88 23 28	not known	Tu-16	Soviet Air Force			number in the batch seems too high !
1 88 24 08	not known	Tu-16P	Soviet Air Force		photo	of the nose with the c/n clearly readable
1 88 24 09	not known	Tu-16P	Soviet Air Force			
1 88 24 20	"07"	Tu-16R	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; probably scrapped in 1980s
1 88 25 13	"27"	Tu-16	Soviet Air Force		photo	opb military unit 19169
1 88 25 16	not known	Tu-16	Soviet Air Force		photo	opb 678 siap at Priozorsk-Kambala; in natural metal c/s
1 88 25 20	"04"	Tu-16	Soviet Air Force		photo	in light grey c/s with dark grey top
1 88 26 12	not known	Tu-16	Soviet Air Force	ph.	1995	
	"21" blue	Tu-16	Soviet Air Force		03may98	seen preserved Priluki barracks (N50.584590 E32.357138) in good condition, l/n aug21
1 88 27 10	"26" red	Tu-16R	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 28 01	"30" black	Tu-16Z	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 28 08	not known	Tu-16LL	Soviet Air Force			
1 88 29 16	"34"	Tu-16	Soviet Air Force			
1 88 30 05	not known	Tu-16	Soviet Air Force			
1 88 30 14	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 03	"32"	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 06	not known	Tu-16Z	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 08	"50" red	Tu-16K	Soviet Air Force	Rzd	18jun99	preserved as gate guard, l/n jun17; c/n also reported as 2383108 which is incorrect for a Tu-16 c/n
1 88 31 17	not known	Tu-16P	Soviet Air Force			
1 88 31 18	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 19	"16" red	Tu-16	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 32 07	"24"	Tu-16	Soviet Air Force	ph.	sep82	
1 88 32 10	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 32 13	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 33 02	"86" black	Tu-16	Soviet Air Force	ph.	may89	
1 88 33 05	not known	Tu-16Z	Soviet Air Force		photo	converted from Tu-16RR; was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00; photo exists of this c/n coded "28"
1 88 33 10	"21"	Tu-16	Soviet Air Force		photo	in natural metal c/s; was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in the late 1980s; wfu about 1992; seen being scrapped at Byelaya may00
1 88 33 13	"35"	Tu-16	Soviet Air Force	ph.	jan77	
1 88 33 14	"23" red	Tu-16R	Soviet Air Force	IEV	mar77	in white c/s with grey top of fuselage; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen mar77/aug93
1 88 33 15	"09" black	Tu-16R	Soviet Air Force	mfd	nov57	colour of code not confirmed, could also be red; opb 1 ae 219 odrap at Khvalynka; in natural metal c/s; photo 1984
1 88 33 16	"02" black	Tu-16R	Soviet Air Force	mfd	nov57	colour of code not confirmed, could also be red; opb 1 ae 219 odrap at Khvalynka; in natural metal c/s; photo 1984
1 88 33 18	"25"	Tu-16R	Soviet Air Force	mfd	dec57	opb 2 ae 219 odrap at Khvalynka; in natural metal c/s; photo feb69
1 88 33 19	"21" black	Tu-16	Soviet Air Force		photo	
	"22" red	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 33 20	"05"	Tu-16R	Soviet Air Force		photo	in natural metal c/s; opb 967 odrap
1 88 34 02	not known	Tu-16	Soviet Air Force			
1 88 34 03	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 34 04	"22"	Tu-16R	Soviet Air Force	mfd	dec57	opb 2 ae 219 odrap at Khvalynka; in natural metal c/s; photo 29mar82
1 88 34 05	"05"	Tu-16R	Soviet Air Force	mfd	dec57	equipped with the "Siren" system; opb 1 ae 219 odrap at Khvalynka; in natural metal c/s
1 88 34 08	not known	Tu-16	Soviet Air Force			
1 88 34 09	"04"	Tu-16R	Soviet Air Force		photo	probably based at DYR; in natural metal c/s
1 88 34 12	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 34 15	"23"	Tu-16	Soviet Air Force		photo	
1 88 34 18	"26" blue	Tu-16R	Soviet Air Force		photo	image in "Soviet Wings", by Alexander Dzhus, 1991
1 88 35 01	not known	Tu-16	Soviet Air Force			
1 88 35 04	"41" red	Tu-16R	Soviet Navy	ph.	05jun83	probably opb 134 odrae at Romanovka-Pristan; in natural metal c/s
1 88 35 06	not known	Tu-16	Soviet Air Force			
1 88 35 11	"29"	Tu-16R	Soviet Air Force	mfd	mar58	equipped with the SPS-10M "Malva" system; opb 2 ae 219 odrap at Khvalynka; was reportedly also based at Tartu
	"01" blue	Tu-16R	Soviet Air Force	Rzd	28may98	preserved in the base museum at Ryazan-Dyagilevo, seen may98
	"04" red	Tu-16R	Soviet Air Force	Rzd	28jun02	preserved in the base museum at Ryazan-Dyagilevo (N54.650701 E39.585909); initially in natural metal c/s, seen as such jun02/sep10; repainted in grey c/s, seen as such aug15/aug21
1 88 35 13	"03"	Tu-16	Soviet Air Force		photo	in natural metal c/s; was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in the late 1980s; wfu about 1992; seen being scrapped at Byelaya may00
1 88 37 02	"10"	Tu-16P	Soviet Air Force	ph.	1968	active at Shaikovka
1 88 37 04	"08"	Tu-16	Soviet Air Force		photo	opb 678 siap at Priozorsk-Kambala; in dark grey c/s with white undersides, carried the inscription 'Imeni Gavrilova Petra Ivanovicha', a Guards badge, a HSU order and 19 small Red Stars on the left side of the nose and a 'crocodile' nose-art on the right side of the nose
1 88 37 13	"01"	Tu-16	Soviet Air Force		photo	colour of code red or blue; opb 678 siap at Priozorsk-Kambala; in dark grey c/s with white undersides
1 88 38 20	"12"	Tu-16	Soviet Air Force	ph.	oct85	
1 88 36 01	"69" red	Tu-16LL	Soviet Air Force	ZIA	16aug92	l/n ZIA 31aug93, dumped, in poor condition
1 88 38 09	"29"	Tu-16	Soviet Air Force	ph.	1984	at Priluki, with large code on tail
1 88 39 05	"02" red	Tu-16	Ukraine Air Force		1995	
1 88 39 08	"13" blue	Tu-16	Soviet Air Force	ph.	05jul63	intercepted by an F-8E "Crusader" from squadron VF-51, assigned to the aircraft carrier USS Ticonderoga
1 88 39 15	"05" red	Tu-16	Ukraine Air Force		1995	

165 Tu-16s built by Factory No. 64 at Voronezh-Pridacha from 1955 to 1957

The c/n gives the year of manufacture, the factory code (4 for factory 64), a 0 without meaning, the batch number and the number in the batch. Batches 01 till 11 consisted of five aircraft and batches 12 till 22 consisted of ten aircraft each.

5 4 000 01	"08" red	Tu-16	Soviet Air Force	ph.	1970s	in natural metal c/s; used as a ground instructional airframe by the AVATU technical college at Achinsk in the 1970s
5 4 001 01	not known	Tu-16	Soviet Air Force			
6 4 007 04	4012	Tu-16	Egyptian Air Force		jan09	seen preserved at Cairo-Almaza (N30.096130 E31.351583) in light grey c/s; l/n sep09/sep24; the c/n was checked 02sep24 as 00704
6 4 008 05	"83" yellow	Tu-16K-26	Soviet Air Force		30jun99	used as a ground instructional airframe by 111 VASHM at Chortkiv, almost completely broken up
6 4 010 02	"16" red	Tu-16	Soviet Air Force	VVO	19apr97	
6 4 012 08	"14" red	Tu-16K	Soviet Air Force	ph.	1993	
6 4 014 01	"01" blue	Tu-16LL	LII im. Gromova	mfd	aug56	l/n Akhtubinsk 14aug96
						engine test-bed (Izdeliye NLL); used to test the R-15, R-29, AL-21, D-30 and other jet engines; in natural metal c/s with Red Stars; wfu in the late 1980s; f/n ZIA 16aug92; rgd 30jun05 on the Russian experimental aviation register; wfu at ZIA (N55.569773 E38.137781), seen mar10/sep13; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display; transported on flat-bed trailers from Zhukovski to the outlet of Muzei tekhniki Vadima Zadorozhnogo at Medyn in early feb22, seen disassembled feb22 and assembled jul22/may23
6 4 014 10	"41" blue	Tu-16LL	LII Zhukovski	ZIA	16aug92	in Soviet Air Force c/s; used for tests of the engines of the Yak-36M VTOL fighter jan69 (a full-scale mock-up of a Yak-36M fuselage was mounted under the fuselage for these tests); l/n ZIA 31aug93; seen again Medin, Kaluga region, without the Yak-36 fuselage, 05jul22
6 4 015 01	"01" blue	Tu-16LL	LII Zhukovski	ZIA	16aug92	engine test-bed; in Soviet Air Force c/s; l/n ZIA 31aug93
6 4 015 02	not known	Tu-16	Soviet Air Force		photo	
6 4 015 03	"32" blue	Tu-16	Soviet Air Force		photo	
6 4 015 04	"45" blue	Tu-16	Soviet Air Force	VVO	19apr97	
6 4 016 10	"24"	Tu-16	Soviet Air Force		photo	
7 4 017 02	"42"	Tu-16	Soviet Air Force		photo	
7 4 021 04	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00

Tu-16s with unknown c/ns include

---	"10"	Tu-16RT	Soviet Air Force		photo	missile tracking aircraft, converted from a Tu-16R
---	"52" red	Tu-16P	Soviet Air Force	TAY	mar80	with large code on tail
---	"44" red	Tu-16RM	Soviet Air Force		dec09	preserved at Mykolayiv-Kulbakino, colour of code very faded; l/n jul19
---	"87" red	Tu-16	Soviet Air Force	ph.	oct10	opb 402 tbaap at Bolbasovo; preserved on the territory of the former garrison at Bolbasovo (54.41971207N 30.29157066E) from 03sep87; l/n apr18
	"87" white	Tu-16	Soviet Air Force	ph.	06apr18	repainted in medium grey c/s; preserved at Bolbasovo (N54.419712 E30.291571), seen apr18

	---	"25" red	Tu-16P	Soviet Air Force	ph.	25jun76	damaged 25jun76 on landing at Mirgorod when both engines flamed out on final approach (due to pilot error) and the aircraft came down in a field, all crew escaped unhurt
	---	not known	Tu-16R	Soviet Navy			opb 967 odrap at Severomorsk; w/o 25may68 on a reconnaissance mission against the US Navy aircraft carrier group lead by the USS "Essex" CVS-9 off Newfoundland when flew a turn at very low height so that the wing tip touched the water surface and the aircraft crashed into the sea, all 7 crew (commander: Lieutenant Colonel A.Z. Pliyev) killed
	---	not known	Tu-16R	Soviet Navy			based at Pristan; w/o 10jun67 on return from a training flight at night when an engine caught fire and the crew did not react adequately so that the aircraft crashed near Shkotovo (Primorye region), 6 crew members (among them the pilot, Captain Leonid S. Bayandin) were killed
	---	4178	Tu-16D/G	Egyptian Air Force			
	---	4301	Tu-16	Egyptian Air Force	ph.	dec81	in camo c/s, carried the code "01" on the nose; wfu by 1981
	---	4302 ?	Tu-16	Egyptian Air Force	ph.	1960s	carried the code "02" on the nose
	---	4370	Tu-16	Egyptian Air Force		jul79	at Seeb; in sand/dark brown camouflage c/s with large '70' on nose; photo also exists in all light green c/s, date and location unknown
	---	4376	Tu-16RM-2	Egyptian Air Force	photo		in fact Soviet Navy; opb 90 odræ on at Cairo-West in 1969/71; in natural metal c/s
	---	4378	Tu-16RM-2	Egyptian Air Force	photo		in fact Soviet Navy; opb 90 odræ on at Cairo-West in the late 1960s/early 1970s; in natural metal c/s
	---	4380	Tu-16RM-2	Egyptian Air Force	photo		in fact Soviet Navy; opb 90 odræ on at Cairo-West in 1969/71; in natural metal c/s
	---	4381	Tu-16RM-2	Egyptian Air Force	photo		in fact Soviet Navy; opb 90 odræ on at Cairo-West in the late 1960s/early 1970s; in natural metal c/s
	---	4384	Tu-16RM-2	Egyptian Air Force	photo		in fact Soviet Navy; opb 90 odræ on at Cairo-West in the late 1960s/early 1970s; in natural metal c/s
	---	4386	Tu-16D/G	Egyptian Air Force			l/n 1990
	---	4387	Tu-16P	Egyptian Air Force	photo		in fact Soviet Navy; opb 90 odræ on at Cairo-West in the late 1960s/early 1970s; probably in dark grey c/s with light grey undersides
	---	4392	Tu-16RM-2	Egyptian Air Force	photo		in fact Soviet Navy; opb 90 odræ on at Cairo-West in the late 1960s/early 1970s; in natural metal c/s
	---	4393	Tu-16R	Egyptian Air Force	photo		in fact Soviet Navy; opb 90 odræ on at Cairo-West in 1969/71; in natural metal c/s
	---	4402	Tu-16D/G	Egyptian Air Force			l/n 1990
	---	4403	Tu-16K	Egyptian Air Force			Tu-16K-11-16; opb 36 Sqn; w/o 01sep75 when a fire in the left engine caused the bullets of the second navigator's gun to explode, inflicting heavy damage to the airframe, Wg Cdr Mohamed Keraidy ordered his crew to eject and deliberately flew the aircraft into the river Nile near El Menya in order to avoid casualties on the ground, 5 (or 3 ?) of the 6 crew killed
	---	4404	Tu-16D/G	Egyptian Air Force			
	---	4405	Tu-16K-11	Egyptian Air Force	photo		Tu-16K-11-16; in camo c/s, carried the code "05" on the nose
	---	4406	Tu-16D/G	Egyptian Air Force			large code "06" on the nose; in camo c/s; l/n 1990
	---	4407	Tu-16K-11	Egyptian Air Force	photo		Tu-16K-11-16; in three-tone camo c/s, carried the code "07" on the nose
	---	4408 ?	Tu-16KS	Egyptian Air Force	photo		probably in natural metal c/s, carried the code "08" on the nose
	---	4409	Tu-16D/G	Egyptian Air Force			l/n 1990
	---	4416	Tu-16D/G	Egyptian Air Force			
	---	7781	Tu-16	Egyptian Air Force			
	---	4.27 ?	Tu-16	Egyptian Air Force	photo		in olive drab/grey/brown camo c/s with light grey undersides, carried the code "27" on the nose
24 10	---	4.39	Tu-16	Egyptian Air Force	photo		large code "39" on the nose; in natural metal c/s
04 01	---	4.79	Tu-16	Egyptian Air Force	photo		large code "79" on the nose; in natural metal c/s
04 02	---	4.47	Tu-16	Egyptian Air Force	photo		large code "47" on the nose; in natural metal c/s
	---	SU-APH	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	---	SU-API	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	---	SU-APJ	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	---	SU-APL	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	---	SU-APM	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	---	SU-APN	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	---	SU-APO	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	---	SU-APP	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	---	SU-BAM	Tu-16	Egyptian Air Force	photo		
	---	not known	Tu-16	Egyptian Air Force			w/o 10oct73 on a mission of 2 Tu-16s against the Israeli air base at Etzion (now Taba IAP) when the crews could not find their target, returned and decided to drop their bombs on Israeli positions at Abu Rudeis, one bomb released by the formation leader detonated straight away and damaged both aircraft, the trailing aircraft went out of control and crashed in a mountaneous area of the Sinai peninsula, all crew (commander Flt Lt Mahmud Serry) killed
	---	M-1601	Tu-16A	Indonesian AF	d/d	01jul61	opb Kemayoran; photo exists; opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence sep62 and sep65
	---	M-1602	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1602' on nose; reported by Dutch intelligence sep62; wfu by 1970 at Madiun Iswahyudi
	---	M-1603	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi
	---	M-1604	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence nov61
	---	M-1605	Tu-16A	Indonesian AF	d/d	1961	opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence apr62 and may62
	---	M-1606	Tu-16A	Indonesian AF	d/d	1961	photo nov61; opb Skuadron 41 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n oct77
	---	M-1607	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; carried a Skuadron 41 badge; wfu by 1970; wfu at Kemajoran, seen 1970/feb77
	---	M-1608	Tu-16A	Indonesian AF	d/d	1961	photo jan69; opb Skuadron 41 at Madiun Iswahyudi; carried a Skuadron 41 badge
	---	M-1609	Tu-16A	Indonesian AF	d/d	1961	opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence jun62 and sep62
	---	M-1610	Tu-16A	Indonesian AF	d/d	1961	opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence feb62 and sep62
	---	M-1611	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1611' on nose; wfu by 1970 at Madiun Iswahyudi
	---	M-1612	Tu-16A	Indonesian AF	d/d	1962	photo exists; opb Skuadron 41 at Madiun Iswahyudi
	---	M-1613	Tu-16A	Indonesian AF	d/d	1962	opb Skuadron 41 at Madiun Iswahyudi
	630427	M-1614	Tu-16A	Indonesian AF	d/d	1962	'630427' painted on fin, but is this a c/n ?; opb Skuadron 41 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1614' on nose; wfu by 1970; preserved at Madiun-Isawahyudi (S7.6142875 E111.43687), seen sep92/dec23
	---	M-1615	Tu-16KS-1	Indonesian AF	d/d	1962	opb Skuadron 42 at Madiun Iswahyudi
	---	M-1616	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi; remained there for several years
	---	M-1617	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	---	M-1618	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi
	---	M-1619	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi
	---	M-1620	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	---	M-1621	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1621' on nose; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	---	M-1622	Tu-16KS-1	Indonesian AF	d/d	1962	photo jan69; opb Skuadron 42 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1622' on nose, carried a Skuadron 42 badge; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	---	M-1623	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	---	M-1624	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	63427-25	M-1625	Tu-16KS-1	Indonesian AF	d/d	1962	c/n reported like that, but it does not seem to make sense; opb; c/n suggested as 7304327, but see M-1614; opb Skuadron 42 at Madiun Iswahyudi; wfu oct70 (last flight of an Indonesian Air Force Tu-16); preserved with '63427' painted on in the to the Museum Pusat TNI-AU Dirgantara Mandala, Yogyakarta (S7.790633, 110.417325) from 1991, seen jul92/nov23
	---	M-1626	Tu-16KS-1	Indonesian AF	d/d	1962	carried '3417' below the cockpit, so probably either c/n 6203417 or c/n 1883417; ex Soviet Air Force; opb No. 10 Squdron at al-Taqaddum AB; in silver grey c/s
... 34 17	---	not known	Tu-16	Iraqi Air Force	ph.	1966	the first 10 Tu-16s were delivered from oct62; ex Soviet Air Force; opb No. 10 Squdron at al-Taqaddum AB; in silver grey c/s; on an early photo with the fin flash used under the Qasim government in 1959/63 and on a 1966 photo with the fin flash with 3 stars
	---	508	Tu-16	Iraqi Air Force	ph.	1966	ex Soviet Air Force; opb No. 10 Squdron at al-Taqaddum AB; in silver grey c/s; on an early photo with the fin flash used under the Qasim government in 1959/63 and on a later photo with the fin flash with 3 stars
	---	512	Tu-16	Iraqi Air Force	photo		ex Soviet Air Force; opb No. 10 Squdron at al-Taqaddum AB; in silver grey c/s; crashed a short distance from Al-Hadba airport near Lake Habbaniyah, during a local flight in 1979, after the second pilot made a mistake and reduced speed causing the engines to cut out, all 6 crew were unhurt; photo exist of the wreckage
	---	516	Tu-16	Iraqi Air Force	photo		carries '3417' on the nose which could be a part of the c/n ? and if so could be either 6203417 or 1883417
	---	3417	Tu-16	Iraqi Air Force	photo		Tu-16K-11-16; opb 8 Sqn; in light earth/dark olive drab camo c/s with light grey undersides and black serial; w/o 09jan87 while flying at 40,000 feet over Iranian territory when was hit by at least one Iranian "Hawk" SAM and crashed near Shalamchek, all but one crew killed
	---	5018	Tu-16K-11	Iraqi Air Force			Tu-16K-11-16; opb 8 Sqn; in light earth/dark olive drab camo c/s with light grey undersides and black serial
	---	5019	Tu-16K-11	Iraqi Air Force			w/o in the morning of 06jun67 on a mission from al-Taqaddum AB against the Israeli air base of Ramat David when missed the target, bombed the town of Netanya instead (hitting the main street and causing a number of civilian casualties), was intercepted by 2 "Mirage IIICJ" fighters of No. 117 Sqadron of the Israeli Air Force and damaged by 1 of 2 Matra R.530 air-to-air missiles fired by the "Mirages", tried to escape in an easterly direction, but was shot down by 40 mm Bofors L/70 anti-aircraft guns of Israeli unit 881 (in fact, rather by a MIM-23A HAWK SAM) while egressing at low altitude and crashed into a military storage complex hidden within a pine forest west of Afula, all 6 crew members (pilot: Squadron Leader Hussein Muhammad Hussein) and between 11 and 14 Israeli reservist soldiers on the ground were killed
	---	not known	Tu-16	Iraqi Air Force	w/o	22sep80	when attacked the Iranian air base TFB.1 at Mehrabad, either shot down by an Iranian Air Force F-4E or crashed into a mountain on its way home (crew of COL Muhannad al-Awsi)
	---	not known	Tu-16	Iraqi Air Force	w/o	15dec74	on a mission against Kurdish peshmerga in the northern region of the Iraq-Iran border when crashed in the mountains close to the border

Tupolev Tu-22M

The Tu-22M is a swing-wing bomber which has got nothing to do with its predecessor Tu-22, but is a separate development. 10 Tu-22M0, 9 Tu-22M1, 211 Tu-22M2 and 268 Tu-22M3 were built. The c/n with the exception of the early batches (Tu-22M0/Tu-22M1 and Tu-22M2 up to at least batch 11) is probably explained similar to that of the Il-62s built by the same factory: The first digit shows the quarter of the year in which the aircraft was built and the second digit the year itself. They are followed by the two or three-digit batch number (batch 100 was reached during 1989), the next digit has no meaning and is random, which is not uncommon for the KAPO plant. The last but one digit is the number in the batch with the last digit probably relating to the number of the team of workers which assembled the aircraft. The highest known batch number is 115, batches consisting of a maximum of five aircraft (batches 16-19 and 71-79 were not built) and it is reported that 498 Tu-22Ms were built.

2 Tu-22M prototypes built by KAPO (former Factory No. 22) in Kazan-Borisoglebskoye in 1969

001	"01" "156" red	Tu-22M Tu-22M	Tupolev OKB Tupolev OKB	mfd	10apr69	first prototype; f/f 30aug69; in Soviet Air Force c/s used as a ground instructional airframe by Kievskoye VVAIU; f/n IEV 30aug93; l/n IEV 22sep94; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.406274 E30.4627931), seen nov06/oct21
002	not known	Tu-22M	Tupolev OKB	no	reports	second prototype; completed in 1972 for static tests

Tu-22Ms built by KAPO (former Factory No. 22) in Kazan-Borisoglebskoye from 1969 until 1993

8 Tu-22M0 built 1969-1971 and 9 Tu-22M1 built 1971-1972

5 01 9 01 . ?	"101" black	Tu-22M0	Tupolev OKB	f/f	20jul70	line # 01-01; in Soviet Air Force c/s; underwent tests to determine the performance characteristics; d/d 30may75 to Soviet Air Force
5 01 9 02 9	"33" blue	Tu-22M0	Soviet Air Force	f/f	13feb70	line # 01-02; f/f also given as 23mar70; in natural metal c/s; underwent trials 23mar70/15jan71; modernised mar71/oct71 and underwent trials again nov71/mar74; suffered high g-loads (2 to 4 g) 3 times 13mar74 and hence grounded; last flight 25feb75 (to Monino); t/t 127 hours 29 minutes and 142 cycles; used as a ground instructional airframe by the "Zhukovski" Air Force Engineering College at Monino preserved in the Soviet/Russian Air Force museum at Monino (N55.832544 E38.1878111) from oct89, l/n oct23
	"33" red	Tu-22M0	Soviet Air Force			
5 02 0 01 . ?	not known	Tu-22M0	Tupolev OKB	f/f	02jun70	line # 02-01; development/systems test aircraft; d/d 31oct74 to Soviet Air Force
5 02 0 02 7	"202" black	Tu-22M0	Tupolev OKB	f/f	02oct70	line # 02-02; photo exists; underwent tests of missile weapons and determination of performance characteristics with the X-22 missile; d/d 09aug74 to Soviet Air Force
	"41" red	Tu-22M0	Soviet Air Force	ph.	19aug08	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield (N52.270766 E104.347638) until the College was closed down jan09; offered for sale as scrap metal 05aug09, but remained intact on the premises; was partially disassembled jun19/jul19, l/n aug21; will reportedly be preserved in the museum at Verkhnyaya Pyshma (N56.960902 E60.584104); still present may24
5 02 0 03 8	not known	Tu-22M0	Soviet Air Force	mfd	1970	line # 02-03; f/f 19dec71; underwent trials in 1971; damaged 07feb72 when caught fire in mid-air and made a forced landing at Vladimirovka; repaired
	"53" red	Tu-22M0	Soviet Air Force	d/d	15jul75	opb 43 TsBP i PLS at Ryazan-Dyagilevo; probably trf to the Soviet Navy after 1980
	"53" red	Tu-22M0	Soviet Navy	ph.	11sep94	opb 444 TsBP i PLA MA; ferried from a Soviet Navy airfield to Riga-Skulte in 1981 and used as a ground instructional airframe by Rzhskoye VVAIU; donated to Rzhskiy klub yunyh lyotchikov (Riga Club of Young Fliers) dec90; preserved in the Latvijas Aviacijas Tehnikas Muzejs at Riga, seen sep94/may18; seen stripped of paint apr19 and parked on the far side of the airport by may19 (the museum also moved location to this side of the airport in jun22); l/n aug24
5 03 1 01 9	"301" black	Tu-22M0	Tupolev OKB	f/f	28jul71	line # 03-01; f/n ZIA 15aug92; in Soviet Air Force c/s; converted to Tu-22M1 (first aircraft) for the installation of NK-144-22 engines; later used the Tu-22M2 programme; l/n sep93, scrapped at Zhukovski in 1993/94
5 03 2 02 . ?	not known	Tu-22M0	Soviet Air Force	no	reports	line # 03-02; arrived Ryazan-Dyagilevo feb73; d/d 27dec75
5 03 2 03 . ?	"55" red	Tu-22M0	Soviet Air Force	no	reports	line # 03-03; arrived Ryazan-Dyagilevo feb73; trf to Achinsk VATU, photo exists 1987, disposed of after 1994
5 03 2 04 . ?	not known	Tu-22M1	Soviet Navy	f/f	31mar72	line # 03-04; d/d 20mar74
5 03 2 05 . ?	not known	Tu-22M1	Soviet Navy	f/f	1972	line # 03-05; d/d 10sep74; opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino
5 04 2 01 . ?	not known	Tu-22M1	Soviet Air Force	f/f	1972	line # 04-01; undertook flight tests with a modified control system; w/o date unknown, during a test flight whilst conducting strength tests with a load of three X-22 missiles
5 04 2 02 . ?	not known	Tu-22M1	Soviet Air Force	f/f	11oct72	line # 04-02; d/d 31may74; opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino
5 04 2 03 . ?	not known	Tu-22M1	Tupolev OKB	f/f	16dec72	line # 04-03; undertook tests for the verification of performance characteristics, stability and controllability; decommissioned after an accident during a long take off
5 04 2 04 . ?	not known	Tu-22M1	Soviet Navy	no	reports	line # 04-04; d/d 25jul74; opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino
5 04 2 05 . ?	not known	Tu-22M1	Tupolev OKB	no	reports	line # 04-05; built for static tests
5 05 2 01 . ?	not known	Tu-22M1	Soviet Air Force	no	reports	line # 05-01; trials started 28jul71; w/o 28nov72 at KAPO after the failure of the hydraulic systems, the crew ejected
5 05 2 02 8	"03" "73" red	Tu-22M1 Tu-22M1	Soviet Navy Russian Navy	no ph.	reports 19aug08	line # 05-02; former code still visible on the fin when seen at Vyborg opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino; later used as a ground instructional airframe by ShMAS VMF at Vyborg; l/n aug16; scrapped before jun17

211 Tu-22M2 built 1973-1982 and 268 Tu-22M3 built 1977-1993

5 05 . 03 . ?	not known	Tu-22M2	Soviet Air Force	f/f	07may73	line # 05-03; the first serial production Tu-22M2
5 05 . 04 . ?	"504"	Tu-22M2	Soviet Air Force	f/f	22may73	line # 05-04
5 05 . 05 . ?	not known	Tu-22M2		f/f	12jul73	line # 05-05
5 06 . 01 . ?	not known	Tu-22M2		d/d	14apr74	line # 06-01
5 06 . 02 . ?	not known	Tu-22M2		d/d	04apr74	line # 06-02
5 06 . 03 . ?	not known	Tu-22M2		d/d	27sep73	line # 06-03
5 06 . 04 . ?	not known	Tu-22M2		d/d	04apr74	line # 06-04
5 06 . 05 . ?	not known	Tu-22M2		d/d	05apr74	line # 06-05
5 07 . 01 . ?	not known	Tu-22M2	Soviet Air Force			line # 07-01; w/o 23nov73
5 07 . 02 . ?	not known	Tu-22M2		d/d	22apr74	line # 07-02
5 07 . 03 . ?	not known	Tu-22M2		d/d	08apr74	line # 07-03
5 07 . 04 . ?	not known	Tu-22M2		d/d	08apr74	line # 07-04
5 07 . 05 . ?	not known	Tu-22M2				line # 07-05; no data available, static test aircraft ?
5 08 . 01 . ?	not known	Tu-22M2		d/d	12nov74	line # 08-01
5 08 . 02 . ?	not known	Tu-22M2		d/d	30sep74	line # 08-02
5 08 . 03 . ?	not known	Tu-22M2		d/d	28aug74	line # 08-03
5 08 . 04 . ?	not known	Tu-22M2		d/d	07jan75	line # 08-04
5 08 . 05 . ?	not known	Tu-22M2		d/d	23sep74	line # 08-05
5 09 . 01 . ?	not known	Tu-22M2		d/d	19sep74	line # 09-01
5 09 . 02 . ?	not known	Tu-22M2		d/d	29aug74	line # 09-02
5 09 . 03 . ?	not known	Tu-22M2		d/d	28sep74	line # 09-03
5 09 . 04 . ?	not known	Tu-22M2		d/d	29nov74	line # 09-04
5 09 . 05 . ?	not known	Tu-22M2		d/d	29aug74	line # 09-05
5 10 . 01 . ?	not known	Tu-22M2		d/d	25dec74	line # 10-01
5 10 . 02 . ?	not known	Tu-22M2		d/d	25dec74	line # 10-02
5 10 . 03 . ?	not known	Tu-22M2		d/d	26dec74	line # 10-03
5 10 . 04 . ?	not known	Tu-22M2		d/d	30may75	line # 10-04
5 10 . 05 . ?	not known	Tu-22M2		d/d	30may75	line # 10-05
5 11 . 01 . ?	not known	Tu-22M2		d/d	25dec74	line # 11-01
5 11 . 02 . ?	not known	Tu-22M2		d/d	23apr75	line # 11-02
5 11 . 03 . ?	not known	Tu-22M2	Soviet Air Force			line # 11-03; converted for testing NK-25 engines (product "E") with an electronic control system (1974-1975 tests)
5 11 . 04 . ?	not known	Tu-22M2		d/d	30may75	line # 11-04
5 11 5 05 9	"22" red "81" red	Tu-22M2 Tu-22M2	Soviet Navy Ukraine Air Force	d/d trf	30jul75 1992	line # 11-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen 1998/apr99, also had "22" red on the tail; scrapped at Mykolayiv-Kulbakino 09jan03

The sequence of the c/n, changed from this point onwards

.. 12 . 1 . ?	not known	Tu-22M2		d/d	03nov75	line # 12-01
.. 12 . 2 . ?	not known	Tu-22M2		d/d	31jul75	line # 12-02
.. 12 . 3 . ?	not known	Tu-22M2		d/d	23oct75	line # 12-03
15 12 3 4 7	not known	Tu-22M2	Soviet Air Force	d/d	23oct75	line # 12-04
.. 12 . 5 . ?	not known	Tu-22M2		d/d	29sep75	line # 12-05
.. 13 . 1 . ?	not known	Tu-22M2		d/d	29sep75	line # 13-01
.. 13 . 2 . ?	not known	Tu-22M2		d/d	18dec75	line # 13-02
.. 13 . 3 . ?	not known	Tu-22M2		d/d	16dec75	line # 13-03
.. 13 . 4 . ?	not known	Tu-22M2		d/d	23dec75	line # 13-04
.. 13 . 5 . ?	not known	Tu-22M2		d/d	02feb76	line # 13-05

.. 14 . 1 . ?	not known	Tu-22M2			line # 14-01; static test airframe ?	
.. 14 . 2 . ?	not known	Tu-22M2	d/d	01dec77	line # 14-02	
.. 14 . 3 . ?	not known	Tu-22M2	d/d	30mar76	line # 14-03	
.. 14 . 4 . ?	not known	Tu-22M2	d/d	30mar76	line # 14-04	
.. 14 . 5 . ?	not known	Tu-22M2	d/d	29apr76	line # 14-05	
.. 15 . 1 . ?	not known	Tu-22M2	d/d	29apr76	line # 15-01	
26 15 4 2 2	"84"	Tu-22M2	Russian Air Force	d/d	28may76	line # 15-02; opb 25 tbap; scrapped at Shaikovka around 1998
.. 15 . 3 . ?	not known	Tu-22M2		d/d	08jun76	line # 15-03
.. 15 . 4 . ?	not known	Tu-22M2		d/d	29jun76	line # 15-04
26 15 7 5 6	"44"	Tu-22M2	Russian Navy	d/d	17aug76	line # 15-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
Batches 16 to 19 were omitted in order to disguise the number of aircraft built.						
.. 20 . 1 . ?	not known	Tu-22M2		d/d	30aug76	line # 20-01
36 20 4 2 3	"46"	Tu-22M2	Russian Navy	d/d	30aug76	line # 20-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 20 . 3 . ?	not known	Tu-22M2		d/d	25nov76	line # 20-03
36 20 5 4 3	not known	Tu-22M2	Russian Air Force	d/d	30sep76	line # 20-04; opb 1225 tbap; scrapped at Byelaya around 1998
.. 20 . 5 . ?	not known	Tu-22M2		d/d	29oct76	line # 20-05
.. 21 . 1 . ?	not known	Tu-22M2		d/d	29oct76	line # 21-01
46 21 2 2 3	"47"	Tu-22M2	Russian Navy	d/d	27dec76	line # 21-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
46 21 3 3 4	"63"	Tu-22M2	Russian Air Force	d/d	27dec76	line # 21-03; opb 1225 tbap; scrapped at Byelaya around 1998
46 21 4 4 5	not known	Tu-22M2	Soviet Air Force	d/d	10jun77	line # 21-04; opb 31 tbap
46 21 5 5 6	"31" red	Tu-22M3	Soviet Air Force	mfd	1976	line # 21-05; d/d 17jun77; f/f 20jun77; the first series-production Tu-22M3; w/o 01dec80
.. 22 . 1 . ?	not known	Tu-22M2		d/d	31jan77	line # 22-01
.. 22 . 2 . ?	not known	Tu-22M2				line # 22-02; no data available, static airframe ?
17 22 6 3 4	"48" red	Tu-22M2	Soviet Navy	mfd	1977	line # 22-03; d/d 28mar77; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"48" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99/may02; scrapped at Mykolayiv-Kulbakino 12dec03
17 22 8 4 5	"49"	Tu-22M2	Russian Navy	d/d	29apr77	line # 22-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 22 . 5 . ?	not known	Tu-22M2		d/d	28apr77	line # 22-05
.. 23 . 1 . ?	not known	Tu-22M2		d/d	27may77	line # 23-01
27 23 3 2 1	"42" red	Tu-22M2	Russian Air Force	mfd	30may77	line # 23-02; preserved in the base museum at Ryazan-Dyagilevo, (N54.651591 E39.5868841), seen 27aug03/aug15
27 23 4 3 5	"70" red	Tu-22M2	Russian Navy	d/d	28jul77	line # 23-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001; black and white photo exists 1988
27 23 5 4 6	"71"	Tu-22M2	Russian Navy	d/d	25jul77	line # 23-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 23 . 5 . ?	not known	Tu-22M2		d/d	29jul77	line # 23-05
.. 24 . 1 . ?	not known	Tu-22M2		d/d	29jul77	line # 24-01
.. 24 . 2 . ?	not known	Tu-22M2		d/d	25aug77	line # 24-02
.. 24 . 3 . ?	not known	Tu-22M2		d/d	25aug77	line # 24-03
37 24 1 4 3	"73"	Tu-22M2	Russian Navy	d/d	22sep77	line # 24-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
37 24 2 5 4	"74"	Tu-22M2	Russian Navy	d/d	29sep77	line # 24-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
47 25 3 1 2	"57"	Tu-22M2	Russian Air Force	d/d	27oct77	line # 25-01; opb 1225 tbap; scrapped at Byelaya around 1998
.. 25 . 2 . ?	not known	Tu-22M2	Ukraine Air Force	d/d	28oct77	line # 25-02; Bila Tserkva
.. 25 . 3 . ?	not known	Tu-22M2		d/d	31nov77	line # 25-03
47 25 6 4 6	"75"	Tu-22M2	Russian Navy	d/d	30nov77	line # 25-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto in 1999, fuselage without engines left on photo 06oct99
47 25 7 5 8	"18" red	Tu-22M2	Soviet Navy	mfd	1977	line # 25-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"18" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 26mar03
.. 26 . 1 . ?	not known	Tu-22M2		d/d	27dec77	line # 26-01
.. 26 . 2 . ?	not known	Tu-22M3		f/f	20jun77	line # 26-02; d/d 20mar78; the second series-production Tu-22M3
.. 26 . 3 . ?	not known	Tu-22M2		d/d	31jan78	line # 26-03
.. 26 . 4 . ?	not known	Tu-22M2		d/d	31jan78	line # 26-04
.. 26 . 5 . ?	not known	Tu-22M2		d/d	28may78	line # 26-05
18 27 8 1 2	"10" red	Tu-22M2	Soviet Navy	mfd	1978	line # 27-01; d/d 03mar78; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"10" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen 1994/apr99; scrapped at Mykolayiv-Kulbakino 23apr03
.. 27 . 2 . ?	not known	Tu-22M2		d/d	22mar78	line # 27-02
28 27 1 3 4	"76"	Tu-22M2	Russian Navy	d/d	14apr78	line # 27-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
28 27 2 4 5	"73"	Tu-22M2	Russian Navy	d/d	24apr78	line # 27-04; photo 1989 at Bykhov, Mogilev region, Belarus, opb 240 mrap; later opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
28 27 3 5 1	"01" red	Tu-22M2	Soviet Navy	mfd	1978	line # 27-05; d/d 15may78; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"01" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99/may02; scrapped at Mykolayiv-Kulbakino 28may03
28 28 4 1 2	not known	Tu-22M2		d/d	29may78	line # 28-01
28 28 5 2 3	"40" red	Tu-22M2	Soviet Air Force	d/d	08jun78	line # 28-02; f/n SVO 27aug95 wfu, in use as an instructional airframe at the University of Civil Aviation; code just visible on tail as such; see next line
	"48" red	Tu-22M2	Soviet Air Force	SVO	nov04	code crudely changed on wheel door as such, stored in a compound outside SVO, l/n may09; broken up in 2009, with cockpit section displayed at MAKSS 2009
28 28 6 3 4	not known	Tu-22M2	Russian Air Force	d/d	27jun78	line # 28-03; opb 1225 tbap; scrapped at Byelaya around 1998
38 28 7 4 5	not known	Tu-22M2	Russian Air Force	d/d	30jun78	line # 28-04; opb 1225 tbap; scrapped at Byelaya around 1998
38 28 8 5 1	not known	Tu-22M2	Ukraine Air Force	d/d	25jul78	line # 28-05; Bila Tserkva
38 29 9 1 2	not known	Tu-22M2		d/d	11aug78	line # 29-01
38 29 1 2 3	not known	Tu-22M2	Russian Air Force	d/d	31aug78	line # 29-02; opb 1225 tbap; scrapped at Byelaya around 1998
38 29 2 3 8	"03"	Tu-22M2	Russian Navy	d/d	13sep78	line # 29-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
38 29 3 4 5	"02" red	Tu-22M2	Soviet Navy	mfd	1978	line # 29-04; d/d 21sep78; c/n also reported as 3829349; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"02" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen may98/may02; scrapped at Mykolayiv-Kulbakino 26jun03
38 29 4 5 6	"33" red	Tu-22M3	Soviet Air Force	mfd	1978	line # 29-05; d/d 20dec79; the third series-production Tu-22M3
	"33" red	Tu-22M3	Ukraine Air Force	trf	1992	was stored with 148 ARZ at Bila Tserkva and used as an engine testbed; scrapped at Bila Tserkva 11dec01
48 30 5 1 2	"04"	Tu-22M2	Russian Navy	d/d	06oct78	line # 30-01; opb 378 mrap at Mongokhto; scrapped at Mongokhto in 1999, airframe without engines on photo 06oct99
48 30 6 2 3	"05" red	Tu-22M2	Soviet Navy	mfd	1978	line # 30-02; d/d 19oct78; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"05" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr94/may02; scrapped at Mykolayiv-Kulbakino 11feb03
48 30 7 3 4	"06" red	Tu-22M2	Soviet Navy	mfd	1978	line # 30-03; d/d 30oct78; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"06" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen may98/may02; scrapped at Mykolayiv-Kulbakino 17jul03
48 30 8 4 5	not known	Tu-22M2		d/d	29nov78	line # 30-04
48 30 1 5 6	"32" red	Tu-22M3	Soviet Air Force	mfd	1978	line # 30-05; d/d 25mar80; the fourth series-production Tu-22M3
	"32" red	Tu-22M3-LL	LII im. Gromova	ZIA	15aug92	converted to an aerodynamics research aircraft with a modified wing; in Russian Air Force c/s with LII, Tu and TsAGI logos; dbr 09sep94 on a test flight from Zhukovskii in formation with chase plane Tu-134AK RA-65760 when collided at a height of some 3,000 metres with the chase plane near Samoilikha (45 km east of Yegoryevsk) due to pilot error on the part of the Tu-134AK's crew, but managed to land safely at Zhukovskii; the hulk sat at Zhukovskii, l/n 24aug95
48 31 2 1 7	"40" red	Tu-22M2	Soviet Air Force	d/d	01feb79	line # 31-01; photo 2008; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield (N52.270766 E104.347638) until the College was closed down jan09; offered for sale as scrap metal 05aug09
48 31 3 2 8	"33" red	Tu-22M3	Soviet Air Force	mfd	1978	line # 31-02; d/d 08apr81; the fifth series-production Tu-22M3; was used as a ground instructional airframe by the "Zhukovskii" Air Force Engineering College at Monino, seen 09apr91; moved to the Russian Air Force museum at Monino in 2012, c/n checked 11aug12, l/n may16
19 31 1 3 2	not known	Tu-22M2	Russian Air Force	d/d	06mar79	line # 31-03; opb 1225 tbap
19 31 2 4 3	not known	Tu-22M2	Russian Air Force	d/d	06mar79	line # 31-04; opb 1225 tbap; scrapped at Byelaya around 1998
.. 31 . 5 . ?	not known	Tu-22M2		d/d	20feb79	line # 31-05
.. 32 . 1 . ?	not known	Tu-22M2		d/d	27feb79	line # 32-01
19 32 7 2 6	"07" red	Tu-22M2	Soviet Navy	mfd	1979	line # 32-02; d/d 20mar79; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"07" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 27aug03
19 32 8 3 7	"90"	Tu-22M2	Russian Navy	d/d	17aor79	line # 32-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 32 . 4 . ?	not known	Tu-22M2		d/d	10apr79	line # 32-04
29 32 1 5 8	"27"	Tu-22M2	Russian Navy	d/d	24apr79	line # 32-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
29 32 2 1 9	"52"	Tu-22M2	Russian Navy	d/d	30may79	line # 33-01; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
29 33 2 1 9	"10"	Tu-22M2	Russian Navy	d/d	16aug79	line # 33-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
29 33 5 3 4	"54" red	Tu-22M3	Soviet Air Force	mfd	1979	line # 33-03; Tu-22M3 # 6
	"54" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; stored at Poltava, seen may98 with Soviet Air Force markings only
	"54" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 03feb05
.. 33 . 4 . ?	not known	Tu-22M2		d/d	05jun79	line # 33-04
29 33 6 5 3	not known	Tu-22M2	Russian Air Force	d/d	06aug79	line # 33-05; opb 1225 tbap; scrapped at Byelaya around 1998
.. 34 . 1 . ?	not known	Tu-22MP	Soviet Air Force	d/d	26dec80	line # 34-01; the prototype of the jamming version; underwent trials with 568 mrap at Mongokhto, but was not adopted for series production
39 34 8 2 4	not known	Tu-22M2	Russian Air Force	d/d	30jun79	line # 34-02; opb 1225 tbap; scrapped at Byelaya around 1998
39 34 9 3 5	"11" red	Tu-22M2	Soviet Navy	mfd	1979	line # 34-03; d/d 27jul79; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"11" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99; scrapped at Mykolayiv-Kulbakino 25sep03

.. 34 . 4 .	not known	Tu-22M3		mfd	1979	line # 34-04; Tu-22M3 # 7
32 34 3 5 9 ?	"12" red	Tu-22M2	Russian Navy	d/d	23aug79	line # 34-05; strange year in c/n; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 35 . 1 .	not known	Tu-22M2		d/d	29aug79	line # 35-01
39 35 5 2 3	"15" red	Tu-22M2	Soviet Navy	mfd	1979	line # 35-02; d/d 14sep79; serial tie-up not 100% confirmed; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"15" red	Tu-22M2	Ukraine Air Force	trf	1992	serial tie-up not 100% confirmed, in a Ukraine listing with code not given; opb 33 TsBP i PLS at Mykolayiv-Kulbakino; seen Mykolayiv-Kulbakino 30apr99/27may02; scrapped at Mykolayiv-Kulbakino 16oct03
.. 35 . 3 .	not known	Tu-22M3		mfd	1979	line # 35-03; Tu-22M3 # 8
.. 35 . 4 .	not known	Tu-22M2		d/d	27sep79	line # 35-04
.. 35 . 5 .	not known	Tu-22M2		d/d	27sep79	line # 35-05
.. 36 . 1 .	not known	Tu-22M2		d/d	25dec79	line # 36-01
49 36 8 2 3	not known	Tu-22M3	Soviet Air Force	mfd	1979	line # 36-02; Tu-22M3 # 9
	not known	Tu-22M3	Ukraine Air Force	trf	1992	scrapped at Poltava in the early 2000s, date unknown
49 36 9 3 5	"71" red	Tu-22M2	Russian Navy	d/d	28nov79	line # 36-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 36 . 4 .	not known	Tu-22M2		d/d	29dec79	line # 36-04
49 36 2 5 9	"18" red	Tu-22M2	Soviet Navy	d/d	17dec79	line # 36-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"28" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr94/may02, with "18" red on the tail; scrapped at Mykolayiv-Kulbakino 12nov03
.. 37 . 1 .	not known	Tu-22M3		mfd	1979	line # 37-01; Tu-22M3 # 10
49 37 4 2 3	"22" red	Tu-22M2	Russian Navy	d/d	18jan80	line # 37-02; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
.. 37 . 3 .	not known	Tu-22M2		d/d	03mar80	line # 37-03
10 37 2 4 3	not known	Tu-22M2	Russian Air Force	d/d	30mar80	line # 37-04; opb 1225 tbap; scrapped at Byelaya around 1998
.. 37 . 5 .	not known	Tu-22M2		d/d	22feb80	line # 37-05
.. 38 . 1 .	not known	Tu-22M2				line # 38-01; no data available, not delivered
10 38 5 2 6	"62" red	Tu-22M2	Russian Air Force	d/d	28feb80	line # 38-02; opb 1225 tbap; scrapped at Byelaya around 1998
10 38 6 3 7	"87" red	Tu-22M2	Russian Navy	d/d	17mar80	line # 38-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
10 38 7 4 8	"88" red	Tu-22M2	Russian Navy	d/d	27mar80	line # 38-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
10 38 8 5 8	"89" red	Tu-22M2	Russian Navy	d/d	03apr80	line # 38-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
20 39 9 1 9	not known	Tu-22M3	Soviet Air Force	mfd	1980	line # 39-01; Tu-22M3 # 11
	"16" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"56" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 17may05
.. 39 . 2 .	not known	Tu-22M2		d/d	24apr80	line # 39-02
.. 39 . 3 .	not known	Tu-22M2		d/d	29apr80	line # 39-03
.. 39 . 4 .	not known	Tu-22M2		d/d	16may80	line # 39-04
20 39 6 5 7	"80" red	Tu-22M2	Russian Navy	d/d	29may80	line # 39-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
.. 40 . 1 .	not known	Tu-22M2				line # 40-01; static test airframe ?
20 40 8 2 7	"23" red	Tu-22M2	Russian Navy	dd/d	20jun80	line # 40-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 40 . 3 .	not known	Tu-22M2		d/d	30jun80	line # 40-03
.. 40 . 4 .	not known	Tu-22M3		mfd	1980	line # 40-04; Tu-22M3 # 12
.. 40 . 5 .	not known	Tu-22M2		d/d	11aug80	line # 40-05
.. 41 . 1 .	not known	Tu-22M2		d/d	21aug80	line # 41-01
.. 41 . 2 .	not known	Tu-22M2		d/d	28aug80	line # 41-02
30 41 5 3 4	"25" red	Tu-22M2	Russian Navy	d/d	09sep80	line # 41-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 41 . 4 .	not known	Tu-22M3	Soviet Air Force	mfd	1980	line # 41-04; Tu-22M3 # 13
	"94" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava may98/2004
	"97" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped? this may also perhaps be c/n 4936823 ?
.. 41 . 5 .	not known	Tu-22M2		d/d	18sep80	line # 41-05
.. 42 . 1 .	not known	Tu-22M2		d/d	29sep80	line # 42-01
.. 42 . 2 .	not known	Tu-22M3		mfd	1980	line # 42-02; Tu-22M3 # 14
.. 42 . 3 .	not known	Tu-22M2		d/d	29oct80	line # 42-03
40 42 8 4 9	"08" red	Tu-22M2	Russian Navy	d/d	30oct80	line # 42-04; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
.. 42 . 5 .	not known	Tu-22M3		mfd	1980	line # 42-05; Tu-22M3 # 15
.. 43 . 1 .	not known	Tu-22M2		d/d	28dec80	line # 43-01
.. 43 . 2 .	not known	Tu-22M2		d/d	29nov80	line # 43-02
.. 43 . 3 .	not known	Tu-22M3		mfd	1980	line # 43-03; Tu-22M3 # 16
.. 43 . 4 .	not known	Tu-22M2		d/d	29dec80	line # 43-04
.. 43 . 5 .	not known	Tu-22M2		d/d	22jan81	line # 43-05
.. 44 . 1 .	not known	Tu-22M2		d/d	28jan81	line # 44-01
.. 44 . 2 .	not known	Tu-22M2		d/d	16feb81	line # 44-02
.. 44 . 3 .	not known	Tu-22M2		d/d	21feb81	line # 44-03
11 44 8 4 8	not known	Tu-22M3	Soviet Air Force	mfd	1981	line # 44-04; Tu-22M3 # 17
	"15" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"80" blue (1)	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; f/n Cottesmore 20jul00; named 'Oleksandr Molodchy' after a famous WWII bomber pilot and Hero of the Soviet Union; scrapped at Poltava 21apr05; see c/n 3686153
11 44 4 5 9	"84" red	Tu-22M2	Russian Navy	d/d	23mar81	line # 44-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
.. 45 . 1 .	not known	Tu-22M2		d/d	31mar81	line # 45-01
.. 45 . 2 .	not known	Tu-22M2		d/d	10apr81	line # 45-02
.. 45 . 3 .	not known	Tu-22M2		d/d	29apr81	line # 45-03
21 45 3 4 5	not known	Tu-22M3	Soviet Air Force	mfd	22feb81	line # 45-04; Tu-22M3 # 18
	"4504" red	Tu-22M3	Tupolev OKB	ZIA	16aug92	modified in order to be re-engined with NK-32 engines (but never received these engines); used as a test-bed for various avionics and armaments; seen flying ZIA 16aug92; preserved in the base museum at Ryazan-Dyagilevo (N54.650686 E39.5848870), seen aug03/aug15
.. 45 . 5 .	not known	Tu-22M2		d/d	15may81	line # 45-05
.. 46 . 1 .	not known	Tu-22M2		d/d	25may81	line # 46-01
.. 46 . 2 .	not known	Tu-22M2		d/d	10jan81	line # 46-02
21 46 9 3 9	"08" red	Tu-22M2	Soviet Navy	mfd	1981	line # 46-03; d/d 19jun81; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"08" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99/may02; scrapped at Mykolayiv-Kulbakino 13jan04
31 46 1 4 2	not known	Tu-22M3	Soviet Air Force	mfd	1981	line # 46-04; Tu-22M3 # 19
	"14" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"57" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 10jun05
31 46 2 5 3	"07" red	Tu-22M2	Soviet Navy	mfd	28apr81	line # 46-05; d/d 30jun81; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"24" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; seen stored at Mykolayiv-Kulbakino may98/may02; also carried code "07" red on the tail; soc 26feb03
	"20" red	Tu-22M2	Ukraine Air Force	IEV	may11	c/n checked on the plate on the nose-wheel strut; preserved with this fake code in the Oleg Antonov State Aviation Museum at Kiev, l/n may11
	"07" red	Tu-22M2	Ukraine Air Force	IEV	jul11	preserved with its original code in the Oleg Antonov State Aviation Museum at Kiev (N50.405979 E30.4632886), seen jul11/oct21
.. 47 . 1 .	not known	Tu-22M2		d/d	23jul81	line # 47-01
31 47 3 2 1	"51" red	Tu-22M3	Russian Air Force	photo		line # 47-02; Tu-22M3 # 20; opb 200 tbap; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09; offered for sale as scrap metal 05aug09; l/n aug21
.. 47 . 3 .	not known	Tu-22M2		d/d	18aug81	line # 47-03
.. 47 . 4 .	not known	Tu-22M2		d/d	28aug81	line # 47-04
31 47 6 5 5	not known	Tu-22M3	Soviet Air Force	mfd	1981	line # 47-05; Tu-22M3 # 21
	"90" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; stored at Poltava, seen may98
	"90" blue	Tu-22M3	Ukraine Air Force	Plw	2001	photo; scrapped at Poltava 08jul05
.. 48 . 1 .	not known	Tu-22M2		d/d	11sep81	line # 48-01
.. 48 . 2 .	not known	Tu-22M2		d/d	18sep81	line # 48-02
41 48 5 3 6	not known	Tu-22M3	Soviet Air Force	mfd	1981	line # 48-03; Tu-22M3 # 22
	"53" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava
	"53" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 30sep03
.. 48 . 4 .	not known	Tu-22M2		d/d	28sep81	line # 48-04
.. 48 . 5 .	not known	Tu-22M2		d/d	28sep81	line # 48-05
.. 49 . 1 .	not known	Tu-22M3		mfd	1981	line # 49-01; Tu-22M3 # 23
41 49 9 2 3	"25" red	Tu-22M2	Soviet Navy	mfd	1981	line # 49-02; d/d 30sep81; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"25" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 10feb04
.. 49 . 3 .	not known	Tu-22M2		d/d	30nov81	line # 49-03
41 49 2 4 3	"20" red	Tu-22M2	Soviet Navy	d/d	26nov81	line # 49-04; was based at Khorol
41 49 7 5 6	"91" red	Tu-22M3	Soviet Navy	trf	1981	line # 49-05; Tu-22M3 # 24; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"91" red	Tu-22M3	Ukraine Air Force	mfd	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 11dec02
41 50 2 1 4	not known	Tu-22M2	Russian Air Force	d/d	04jan82	line # 50-01; opb 1225 tbap; scrapped at Byelaya around 1998
12 50 2 2 3	"07" black	Tu-22M2	Russian Air Force	d/d	25jan82	line # 50-02; opb 25 tbap; scrapped at Shaikovka around 1998
.. 50 . 3 .	not known	Tu-22M3				line # 50-03; Tu-22M3 # 25
12 50 4 4 5	not known	Tu-22M2	Russian Air Force	d/d	15feb82	line # 50-04; opb 25 tbap; scrapped at Shaikovka around 1998
12 50 5 5 4	not known	Tu-22M3	Russian Air Force			line # 50-05; Tu-22M3 # 26
12 51 2 1 3	"51" red	Tu-22M2	Russian Navy	d/d	23feb82	line # 51-01; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
12 51 3 2 4	"93" red	Tu-22M3	Soviet Air Force	mfd	1982	line # 51-02; Tu-22M3 # 27; based either at Vozdvizhenka or at Poltava
	"50" red	Tu-22M3	Russian Air Force	Bly	sep09	opb 6953 AvB at Byelaya; carried the new code "50" red on the nose-wheel door and still the old code "93" red on the fin; in faded c/s with Red Stars, no titles; sat wfu at Byelaya, seen aug19; will be preserved as a gate guard at Byelaya
12 51 5 3 5	"09" red	Tu-22M2	Russian Navy	d/d	23mar82	line # 51-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
12 51 6 4 6	"94" red	Tu-22M3	Soviet Air Force			line # 51-04; Tu-22M3 # 28; old code still visible on the fin when seen at Vozdvizhenka may11

	"24" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); carried a badge of GC "Normandie-Niemen" on the nose; sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
22 51 7 5 8	"53"	Tu-22M2	Russian Navy	d/d	26mar82	line # 51-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
22 52 8 1 9	not known	Tu-22M3	Soviet Air Force	mfd	1982	line # 52-01; Tu-22M3 # 29
	"95" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"95" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 25mar05
.. 52 . 2 .	not known	Tu-22M2		d/d	15apr82	line # 52-02
22 52 1 3 3	not known	Tu-22M3	Soviet Air Force	mfd	26jun82	line # 52-03; Tu-22M3 # 30
	"26" blue	Tu-22M3	Russian Air Force			opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; scrapped in autumn 2012
22 52 2 4 5	"55"	Tu-22M2	Russian Navy	d/d	29apr82	line # 52-04; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
.. 52 . 5 .	not known	Tu-22M2		d/d	24may82	line # 52-05
22 53 4 1 2	"59" red	Tu-22M3	Soviet Air Force	mfd	1982	line # 53-01; Tu-22M3 # 31
	"59" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"91" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped in the early 2000s, location and date unknown
.. 53 . 2 .	not known	Tu-22M2		d/d	31may82	line # 53-02
.. 53 . 3 .	not known	Tu-22M3	Russian Air Force			line # 53-03; Tu-22M3 # 32; underwent fatigue trials with the Novosibirsk Scientific Research Institute (SibNIA) in 1995/2007; the SibNIA demanded that OAO Tupolev and the Russian MoD remove the airframe from its territory, but both denied ownership and a court rules 14oct13 that the owner of the airframe cannot be established
32 53 7 4 5	not known	Tu-22M2	Russian Air Force	d/d	30jun82	line # 53-04; opb 25 tbap; scrapped at Shaikovka around 1998
32 53 8 5 2	not known	Tu-22M3	Russian Air Force	no	reports	line # 53-05; Tu-22M3 # 33; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09; offered for sale as scrap metal 05aug09
.. 54 . 1 .	not known	Tu-22M2		d/d	19jul82	line # 54-01
.. 54 . 2 .	not known	Tu-22M3				line # 54-02; Tu-22M3 # 34
.. 54 . 3 .	not known	Tu-22M2		d/d	31jul82	line # 54-03
.. 54 . 4 .	not known	Tu-22M3				line # 54-04; Tu-22M3 # 35
.. 54 . 5 .	not known	Tu-22M2		d/d	27aug82	line # 54-05
32 55 5 1 8	"03"	Tu-22M3	Soviet Air Force	mfd	05may82	line # 55-01; Tu-22M3 # 36; old code still visible on the fin when seen at Vozdvizhenka may11
	"11" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/oct13; scrapped
42 55 6 2 9	"47"	Tu-22M2	Russian Air Force	d/d	31aug82	line # 55-02; opb 25 tbap; scrapped at Shaikovka around 1998
.. 55 . 3 .	not known	Tu-22M3	Russian Air Force			line # 55-03; Tu-22M3 # 37; c/n given as 5503 in KAPO document; repaired by KAPO in 2008
.. 55 . 4 .	not known	Tu-22M2		d/d	22sep82	line # 55-04
.. 55 . 5 .	not known	Tu-22M3				line # 55-05; Tu-22M3 # 38
46 56 1 1 4	"08"	Tu-22M2	Russian Air Force	d/d	22oct82	line # 56-01; strange year in c/n; opb 25 tbap; scrapped at Shaikovka around 1998
42 56 3 2 3	"85"	Tu-22M2	Russian Navy	d/d	29nov82	line # 56-02; opb 378 mrp at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 56 . 3 .	not known	Tu-22M2		d/d	29nov82	line # 56-03
.. 56 . 4 .	not known	Tu-22M2		d/d	18dec82	line # 56-04
.. 56 . 5 .	not known	Tu-22M2		d/d	14feb83	line # 56-05
13 57 6 1 4	"71" red	Tu-22M2	Soviet Navy	d/d	26feb83	line # 57-01; mfd given as 25nov83 ?; opb 378 mrp or 568 mrp at Mongokhto-Kamenny Ruchei; was due for overhaul in 1992 and hence ferried to 328 ARZ at Mykolayiv-Kulbakino; t/t 830 hours and 727 cycles by 01jan93; trf to 1 ae 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
						opb 540 mrp 33 TsBP i PLS at Mykolayiv-Kulbakino; l/n operational nov93; stored at Mykolayiv-Kulbakino, seen nov97/apr99; scrapped
	"71" red	Tu-22M2	Ukraine Air Force	Mkk	nov93	line # 57-02
.. 57 . 2 .	not known	Tu-22M2		d/d	24mar83	line # 57-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
23 57 4 3 6	"57"	Tu-22M2	Russian Navy	d/d	31mar83	line # 57-04; d/d 28sep83; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
23 57 7 4 2	"29" red	Tu-22M2	Soviet Navy	mfd	1983	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n Mykolayiv-Kulbakino 1993; scrapped at Mykolayiv-Kulbakino 11mar04
	"29" red	Tu-22M2	Ukraine Air Force	trf	1992	line # 57-05
.. 57 . 5 .	not known	Tu-22M2		d/d	29apr83	line # 58-01; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
33 58 4 1 2	"74"	Tu-22M2	Russian Navy	d/d	30may83	line # 58-02; opb military unit 56015 at Khorol; scrapped at Khorol by 2006
33 58 5 2 8	"72"	Tu-22M2	Russian Navy	d/d	30jun83	line # 58-03
.. 58 . 3 .	not known	Tu-22M2		d/d	27aug83	line # 58-04; opb 540 iimrap 33 TsBP i PLS at Mykolayiv-Kulbakino; c/n given in a Ukrainian AF Tu-22M listing as 3338424, but not all digits may be correct (the suggestion 3358424 is not correct either)
33 58 2 4 4	"73" red	Tu-22M2	Soviet Navy	d/d	22qug83	opb 6 AB(n) at Mykolayiv-Kulbakino; f/n Mykolayiv-Kulbakino nov93; stored at Mykolayiv-Kulbakino, seen may98/may02; scrapped at Mykolayiv-Kulbakino 08apr04
	"73" red	Tu-22M2	Ukraine Air Force	trf	1992	line # 58-05; perhaps not built as no details are available
.. 58 . 5 .	not known	Tu-22M2				line # 59-01; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
43 59 7 1 9	"56" red	Tu-22M3	Russian Navy	mfd	30aug83	line # 59-02; the first prototype of the reconnaissance version; w/o on a test flight in 1989 when one of the engines caught fire, but the crew was not aware of that, all 4 crew members (pilot: A.V. Makhalin) managed to eject but were injured
.. 59 . 2 .	"35" red	Tu-22MR	Soviet Air Force	f/f	06dec85	line # 59-03; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
33 59 4 3 3	"31" red	Tu-22M3	Russian Navy	mfd	29sep83	line # 59-04; opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); scrapped; see next line
33 59 1 4 2	"41"	Tu-22M3	Russian Air Force			line # 60-02; opb 840 tbap at Soltsy
33 60 4 2 3	"10" red	Tu-22M3	Soviet Air Force			opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
43 61 9 3 7	"10" red	Tu-22M3	Russian Air Force	trf	1992	line # 61-03; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"56" red	Tu-22M3	Soviet Navy	mfd	1983	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 14nov02
	"56" red	Tu-22M3	Ukraine Air Force	trf	1992	line # 62-01; opb 43 TsBP i PLS at Ryazan-Dyagilevo
14 62 0 1 5	not known	Tu-22M3	Soviet Air Force	mfd	1984	line # 62-02; initially opb 540 mrp 33 TsBP i PLS at Mykolayiv-Kulbakino; trf to 170 mrp at Bykhovat at an unknown date; trf to 574 mrp at Lakhta probably in 1991
14 62 1 2 4	"20" red	Tu-22M3	Soviet Navy	mfd	31mar84	initially opb 574 mrp at Lakhta (disbanded 01sep02) and later by 924 mrp at Olenya, by 7051 AvB and by 6050 AvB; named 'Pyotr Bochinn' after a distinguished Soviet bomber pilot of WWII
	"20" red	Tu-22M3	Russian Navy	trf	1992	based at Shaikovka; still with Red Stars, no titles; named 'Pyotr Bochinn'; f/n Engels 18aug13; arrived at Engels from Shaikovka for preservation 30apr14; preserved in the long-range aviation museum at Engels, seen aug14/aug17
	"20" red	Tu-22M3	Russian Air Force	trf	2011	line # 62-03; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
14 62 3 3 6	"21" red	Tu-22M3	Russian Navy	mfd	27apr84	line # 62-04; opb 219 odrap at Khvalynka; overhauled by 322 ARZ
14 62 . 4 .	"45" red	Tu-22M3	Soviet Air Force	mfd	1984	line # 62-05; flew 11 combat missions in the Afghan war in the late 1980s; old code still visible on the tail when seen as "19" red
14 62 4 5 8	"25" red ?	Tu-22M3	Soviet Air Force	mfd	1984	opb 185 vbap at Poltava; seen Poltava may98 with Soviet Air Force markings only, the Ukrainian Shield had washed away by this time
	"19" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; stored at Poltava, seen sep96/may98; scrapped at Poltava 12nov02
	"59" blue	Tu-22M3	Ukraine Air Force	r/r	2000	line # 63-01; opb 840 tbap at Soltsy
14 63 6 1 3	"17" red	Tu-22M3	Soviet Air Force	mfd	1984	opb 840 tbap at Soltsy (disbanded in 2011); seen Soltsy jun04
	"17" red	Tu-22M3	Russian Air Force	trf	1992	line # 63-02; opb 1 ae 5 mrp at Vesolyoye
14 63 7 2 2	"10" red	Tu-22M3	Soviet Navy	mfd	31may84	opb 943 mrp at Oktyabskoye in 1994; trf to 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei oct96, opb until 2010; stored at Mongokhto-Kamenny Ruchei, l/n jan12
	"10" red	Tu-22M3	Russian Navy			line # 63-03
24 63 9 3 1	not known	Tu-22M3	Soviet Air Force	mfd	1984	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"18" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; scrapped at Poltava 12dec02
	"58" blue	Tu-22M3	Ukraine Air Force	r/r	2000	line # 63-04; opb 1 ae 5 mrp at Vesolyoye; scrapped at Vesolyoye apr97 (but reported as having seen stored there may97)
24 63 8 4 9	"01" red	Tu-22M3	Soviet Navy			line # 63-05; Black Sea Fleet (Crimea)
24 63 7 5 0	not known	Tu-22M3	Soviet Navy	mfd	1984	opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 02feb01/06mar01
	"72" red	Tu-22M3	Ukraine Air Force	trf	1996	line # 64-01; mfd also given as 26jun84; opb 2 ae 5 mrp at Vesolyoye
24 64 0 1 5	"21" red	Tu-22M3	Russian Navy	mfd	29jun84	opb 1 ae 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; f/n Mongokhto-Kamenny Ruchei 16apr07; l/n Mongokhto-Kamenny Ruchei 11feb09
	"21" red	Tu-22M3	Russian Navy			also carried code "51" red; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars; l/n Engels 21sep18
RF-34081		Tu-22M3	Russian Air Force	Bly	17aug14	also carried code "35" red; with 'VKS Rossii' titles and Russian stars; c/n checked Kubinka 28aug21; l/n Kubinka 19aug22
RF-94081		Tu-22M3	Russian Air Force	Tbv	25may19	line # 64-03; opb 184 tbap at Priluki
24 64 . 3 .	not known	Tu-22M3	Soviet Air Force	mfd	1984	opb 444 tbap at Vozdvizhenka; overhauled by 322 ARZ
	"32" red	Tu-22M3	Russian Air Force	trf	1992	line # 64-04; opb 840 tbap at Soltsy
24 64 5 4 3	"62" red	Tu-22M3	Soviet Air Force			opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
	"62" red	Tu-22M3	Russian Air Force	trf	1992	line # 65-02; opb 1 ae 5 mrp at Vesolyoye
34 65 8 2 4	"02" red	Tu-22M3	Soviet Navy	mfd	28aug84	opb 943 mrp at Oktyabskoye in 1994; opb 1 ae 568 mrp at Mongokhto-Kamenny Ruchei from 1996 until 2010; with a Russian Navy flag behind the cockpit on the right side and a Guards badge on the left side and a shark mouth on the air intakes; f/n Mongokhto-Kamenny Ruchei 18apr07; l/n Mongokhto-Kamenny Ruchei 20may09
	"02" red	Tu-22M3	Russian Navy			opb 6953 AvB at Byelaya; in the same c/s as above; f/n Byelaya sep11
	"02" red	Tu-22M3	Russian Air Force	trf	2011	opb 6953 AvB at Byelaya; still with a Russian Navy flag behind the cockpit on the right side and a Guards badge on the left side and a shark mouth on the air intakes
	"55" red	Tu-22M3	Russian Air Force	Bly	feb12	also carried code "55" red; opb 6953 AvB at Byelaya; still with a Russian Navy flag behind the cockpit on the right side and a Guards badge on the left side and a shark mouth on the air intakes; with 'VVS Rossii' titles, but still with Red Stars; seen Soltsy 22jul14; l/n Byelaya jul16, active; seen at an unknown location 2021 active with 'VVS Rossii' titles
RF-34083		Tu-22M3	Russian Air Force	ph.	12aug12	line # 65-03; opb 1 ae 5 mrp at Vesolyoye
34 65 1 3 3	"03" red	Tu-22M3	Soviet Navy	mfd	28sep84	opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
	"03" red	Tu-22M3	Russian Navy			

	RF-34082	Tu-22M3	Russian Air Force	Rzd	25may14	opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars; initially also carried code "03" red; the code on the nose-wheel door was changed to "53" red; code changed to "15" red (both on the nose-wheel door and on the fin); f/n as such Byelaya 18aug19
34 65 3 5 6	"34" red	Tu-22M3	Soviet Air Force			line # 65-05; opb 840 tbap at Soltsy
34 66 5 2 8	"34" red "24" red "24" red	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy Russian Navy	trf mfd	1992 28nov84	opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
44 66 1 4 6	RF-34084 "26" red "26" red RF-34090	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy Russian Navy Russian Air Force	Bly mfd	nov14 29dec84	opb 943 mrap at Oktyabrskoye from 1994; opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; stored at Mongokhto-Kamenny Ruchei, l/n jan12
44 66 3 5 7	not known RF-94139	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd ph.	2011 1984 may12	also carried code "54" red; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars line # 66-04; opb 2 ae 5 mrap at Vesyoloye opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010 opb 6953 AvB at Byelaya; with 'VVS Rossii' titles and Russian stars; the code on the nose-wheel was changed to "56" red while the old code "26" red remained on the fin; f/n as such Byelaya nov13
44 67 4 1 3	not known "22" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd ph.	1984 may12 11nov84 03aug08	line # 66-05 also carried code "49" red; opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; named 'Alexander Berezhnyak' dec12 after a Soviet aircraft and missile designer; l/n Ryazan-Dyagilevo aug15; titles changed to 'VKS Rossii'; f/n as such Shaikova jun21 line # 67-01; the first series-production Tu-22M3 with an 'Ural' defence suite; opb 184 tbap at Priluki opb 444 tbap at Vozdvizhenka; was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was never completed as the plant went bankrupt and the aircraft was abandoned on the apron, seen as such aug08 (code very faded)
44 67 5 2 1	"11" red not known "19" red	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force Russian Air Force	Khb mfd trf	oct16 1985 1992	preserved at Khabarovsk-Tsentralny from oct15, l/n aug18 line # 67-02 opb 52 tbap at Shaikovka; with 'VVS Rossii' titles, but still with Red Stars; used as a ground instructional airframe by VUNTs at Voronezh-Baltimor from around 2009, f/n dec10, c/n checked 18aug12; painted as 'RF-94401' by aug17
44 67 8 3 2	"11" red "11" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd trf	1984 1992	line # 67-03; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12; scrapped at Soltsy
15 68 0 1 5	"24" red RF-94154	Tu-22M3 Tu-22M3	Russian Navy Russian Air Force	mfd ph.	04mar85 07may14	line # 68-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; also carried code "24" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; f/n over Moscow 07may14; named 'Mikhail Shidlovski' after the commander of the 'Ilya Muromets' squadron in WWI, f/n as such Ryazan-Dyagilevo 13mar15; attacked IS targets in Syria 07dec15 and 21jan17; seen Schaikova oct19 now with 'VKS Rossii' titles; l/n Engels 23dec20
15 68 2 3 4	"07" red "56" red	Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force	mfd trf	1985 1996	line # 68-03; opb 1 ae 5 mrap at Vesyoloye opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 17jan02
15 68 3 4 6	"08" red "08" red "93" blue	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Soviet Navy Ukraine Air Force Ukraine Air Force	mfd trf r/r	1985 1985 1996 2000	line # 68-04; opb 1 ae 5 mrap at Vesyoloye opb 185 vbap at Poltava; seen Poltava sep96 opb 185 vbap at Poltava; scrapped at Poltava 10jan03
15 68 7 5 3	"43" red	Tu-22M3	Russian Air Force	no	reports	line # 68-05; sold as scrap metal 29nov12
15 69 9 2 1	"28" red "28" red "28" red	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Russian Navy Ukraine Air Force	mfd trf	30jun85 nov96	line # 69-02; opb 2 ae 5 mrap at Vesyoloye opb 943 mrap at Oktyabrskoye from 1994 was to be opb 184 vbap at Priluki and on paper allocated "74" red (confirmed in a listing dated 1997), but due to problems which occurred during the transfer flight (the balancing fuel tank was filled with water instead of fuel which contaminated the fuel system) the aircraft was forced to land at Poltava and never flew again; a photo as "28" red taken at Poltava exists; later taken over by the 185 vbap at Poltava and became, see next line
.5 69 . 3 .	"85" blue "08" red "28" red	Tu-22M3 Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Air Force Russian Air Force	r/r mfd	2000 1985	opb 185 vbap at Poltava; scrapped at Poltava 06feb03 line # 69-03; opb 219 odrap at Khvalynka opb 6952 AvB at Ukrainka
25 69 6 4 8	not known "92" red "99" blue	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf r/r	1985 1992 2000	line # 69-04 opb 185 vbap at Poltava; seen Poltava may98 opb 185 vbap at Poltava; scrapped at Poltava 25mar03
25 69 4 5 3	"26" ? "31" blue	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	Vzd	28may11	line # 69-05; old code still visible on the fin when seen at Vozdvizhenka may11, but difficult to read opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
.. 70 . 1 .	"06" red	Tu-22M3	Soviet Navy	mfd	1985	line # 70-01; opb 1 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97
25 70 3 2 6	"29" red "29" red "98" blue	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force Ukraine Air Force	mfd trf r/r	1985 nov96 2000	line # 70-02; opb 2 ae 5 mrap at Vesyoloye opb 185 vbap at Poltava opb 185 vbap at Poltava; scrapped at Poltava 26aug03
25 70 8 4 1	"38" red "38" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 70-04; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
35 70 1 5 2	"27" red	Tu-22M3	Soviet Air Force			line # 70-05; old code still visible on the fin when seen at Vozdvizhenka may11, but the old code on the nose-wheel door looked like "17"
	"30" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); carried nose-art of a fantasy animal; sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
Batches 71 to 79 were omitted in order to disguise the number of aircraft built.						
35 80 4 3 5	"19" red	Tu-22M3	Soviet Air Force	trf	1992	line # 80-03; opb 840 tbap at Soltsy
35 80 5 4 6	"19" red not known "21" blue	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force Russian Air Force	trf mfd	1992 18apr85	opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12 line # 80-04 opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
35 80 6 5 7	"47" red "47" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 80-05; opb 840 tbap at Soltsy
35 81 7 1 8	"27" red	Tu-22M3	Russian Air Force	no	reports	opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
35 81 8 2 9	"18" red	Tu-22M3	Soviet Air Force			line # 81-01
45 81 9 3 8	"18" red	Tu-22M3	Russian Air Force	trf	1992	line # 81-02; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
45 81 9 3 8	"45" red	Tu-22M3	Soviet Air Force			line # 81-03; opb 840 tbap at Soltsy
45 81 8 4 7	"45" red "49" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force	trf	1992	opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
45 81 8 4 7	"49" red	Tu-22M3	Soviet Air Force			line # 81-04; opb 840 tbap at Soltsy
45 81 7 5 .	not known "34" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force	trf mfd	1992 1985	opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12 line # 81-05
45 82 6 1 5	"46" red "46" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force	trf	1992	opb 444 tbap at Vozdvizhenka; overhauled by 322 ARZ line # 82-01; opb 840 tbap at Soltsy
45 82 5 2 4	not known "79" blue	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf mfd	1992 31jul85	opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12 line # 82-02 opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
45 82 2 4 3	not known "20" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd	1985	line # 82-04 opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09)
45 82 3 5 2	"21" red RF-94241	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf	2011	based at Byelaya carried the code "21" red still on the nose-wheel door, but no longer on the fin; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with (faded) Red Stars; f/n Byelaya 21aug11; seen under overhaul with KAZ in 2018
45 82 3 5 2	not known "25" red "22" red RF-94238	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	mfd	1985	line # 82-05 opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09)
.. 83 . 1 .	"06" blue RF-94235	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	ph.	apr14	based at Byelaya also carried code "22" red; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars; seen Byelaya 17aug14; w/o 15aug24 on a flight in the Irkutsk region when an engine caught fire and the aircraft crashed near Mikhailovka (Cheremkhovo district), all 4 crew members managed to eject, but 1 of them (a navigator) succumbed to his injuries line # 83-01; opb 444 tbap at Vozdvizhenka
.. 83 . 2 .	"17" red RF-94234	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force Russian Air Force	ph. f/f	aug13 20mar20	carried the old code "06" blue on the fin and the new code "29" red on the nose-wheel door; opb 6953 AvB at Byelaya; with (faded) Red Stars and 'VVS Rossii' titles; l/n Byelaya 24oct13 the second prototype of this version; modernised by KAZ; also carried the old code "06" blue on the fin; in faded standard c/s with Red Stars and 'VVS Rossii' titles
16 83 1 3 4	"35" red "35" red RF-94159	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force Russian Air Force	trf OVB	1992 12sep16	line # 83-02; opb 132 tbap at Tartu (relocated to Zavitinsk in 1992) opb 132 tbap at Zavitinsk (amalgamated with 444 tbap at Vozdvizhenka sep97) also carried code "34" red; opb 6952 AvB at Ukrainka; with 'VVS Rossii' titles, but still with Red Stars; l/n as such OVB 10nov17; code changed to "12" red and titles to 'VKS Rossii'; f/n as such during the fly-past over Moscow 24jun20
16 83 2 4 3	"10" red	Tu-22M3	Russian Navy	mfd	31mar86	line # 83-03 no titles; last overhaul completed 03jul12 (by 150 ARZ)
16 83 7 5 6	"34" red	Tu-22M3	Russian Navy	Kck	jun12	also carried code "35" red; opb 40 sap at Olenya; with 'VVS Rossii' titles and Russian stars; w/o 22jan19 on a training flight from Olenya when descended too steeply on final approach to Olenya in poor weather (low clouds and a snow flurry) and came down so hard that the forward fuselage broke off on impact, nosed over and slid over the runway upside-down, both parts of the wreckage burst into flames immediately, 3 of the 4 crew killed and the sole survivor seriously injured; t/t 1,157 hours and 1,021 cycles
16 84 6 1 5	"36" red	Tu-22M3	Russian Navy	Shk	jun15	line # 83-04; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 83-05; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 84-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011

		RF-94137	Tu-22M3	Russian Air Force	Shk	jun12	c/n not confirmed; also carried code "36" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; titles changed to 'VKS Rossii'; f/n as such Engels summer 2019; l/n Engels oct20
16 84 3 2 7	"27" red	Tu-22M3	Soviet Air Force				line # 84-02; opb 840 tbap at Soltsy
26 84 1 3 9	"27" red	Tu-22M3	Russian Air Force	trf	1992		opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
	"not known	Tu-22M3	Soviet Air Force	mfd	29nov85		line # 84-03
	"23" blue	Tu-22M3	Russian Air Force				opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); carried tiger nose-art; sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
26 84 2 4 8	not known	Tu-22M3	Soviet Air Force	mfd	23dec85		line # 84-04
	RF-94135	Tu-22M3	Russian Air Force	Shk	08aug12		also carried code "46" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; attacked IS targets in Syria 07dec15; c/n checked Kubinka 27jun19 now with 'VKS Rossii' titles; l/n Shaikovka mid 2020
26 84 3 5 0	"30"	Tu-22M3	Soviet Air Force	mfd	27dec85		line # 84-05; old code still visible on the fin when seen at Vozdvizhenka may11
	"10" blue	Tu-22M3	Russian Air Force	Vzd	28may11		opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
26 85 5 2 6	not known	Tu-22M3	Russian Air Force	no	reports		line # 85-02; scrapped
26 85 6 3 1	"42" red	Tu-22M3	Soviet Air Force				line # 85-03; opb 840 tbap at Soltsy
	"42" red	Tu-22M3	Russian Air Force	trf	1992		opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
26 85 9 4 2	"72" red	Tu-22M3	Soviet Air Force	mfd	10mar86		line # 85-04; old code still visible on the fin when seen at Vozdvizhenka may11
	"52" blue	Tu-22M3	Russian Air Force	Vzd	28may11		opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
26 85 7 5 3	not known	Tu-22M3	Russian Air Force	no	reports		line # 85-05; scrapped
36 86 5 1 8	"40" red	Tu-22M3	Soviet Navy	mfd	1986		line # 86-01; opb 1 ae 943 mrp at Oktyabrskoye
	"40" red	Tu-22M3	Ukraine Air Force	trf	1996		opb 185 vbap at Poltava; f/n Poltava 12sep96; l/n Poltava 18may98
	"92" blue	Tu-22M3	Ukraine Air Force	r/r	2000		opb 185 vbap at Poltava; scrapped at Poltava 24apr03
36 86 3 2 6	"41" red	Tu-22M3	Soviet Navy	mfd	30aug86		line # 86-02; opb 1 ae 943 mrp at Oktyabrskoye
	"41" red	Tu-22M3	Russian Navy				opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011; stored with 150 ARZ at Lyubliino
36 86 4 3 7	"42" red	Tu-22M3	Soviet Navy	mfd	21aug86		line # 86-03; opb 1 ae 943 mrp at Oktyabrskoye
	"42" red	Tu-22M3	Russian Navy				opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; stored at Mongokhto-Kamenny Ruchei, l/n jan12
36 86 9 4 1	"43" red	Tu-22M3	Soviet Navy	mfd	30sep86		line # 86-04; opb 1 ae 943 mrp at Oktyabrskoye
	"43" red	Tu-22M3	Russian Navy				opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010
36 86 1 5 3	"44" red	Tu-22M3	Soviet Navy	mfd	1986		line # 86-05; opb 1 ae 943 mrp at Oktyabrskoye
	"44" red	Tu-22M3	Ukraine Air Force	trf	feb96		opb 185 vbap at Poltava
	"94" blue	Tu-22M3	Ukraine Air Force	r/r	2000		opb 185 vbap at Poltava; stored at Poltava after the disbandment of the unit; soc 27feb03
	"80" blue (2)	Tu-22M3	Ukraine Air Force	Plw	2008		painted up for preservation to resemble "80" blue (1) named "Oleksandr Molodchy" which was scrapped; preserved in the Ukrainian Air Force museum at Poltava (N49.617183 E34.5020055), seen 2008/sep21
36 87 6 1 2	"45" red	Tu-22M3	Soviet Navy	mfd	30sep86		line # 87-01; opb 1 ae 943 mrp at Oktyabrskoye
	"45" red	Tu-22M3	Russian Navy				opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
.. 87 . 2 .	"46" red	Tu-22M3	Soviet Navy	mfd	1986		line # 87-02; opb 1 ae 943 mrp at Oktyabrskoye; crashed 21may90
.. 87 . 3 .	"47" red	Tu-22M3	Soviet Navy	mfd	1986		line # 87-03; opb 1 ae 943 mrp at Oktyabrskoye; scrapped at Oktyabrskoye nov96
46 87 3 4 6	"48" red	Tu-22M3	Soviet Navy	mfd	30dec86		line # 87-04; opb 1 ae 943 mrp at Oktyabrskoye
	"48" red	Tu-22M3	Russian Navy				opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
46 87 8 5 7	RF-34091	Tu-22M3	Russian Air Force	ph.	18aug13		also carried code "50" red; with 'VVS Rossii' titles, but still with Red Stars; l/n Byelaya 18aug18
	"49" red	Tu-22M3	Soviet Navy	mfd	1986		line # 87-05; opb 1 ae 943 mrp at Oktyabrskoye
	"71" red	Tu-22M3	Ukraine Air Force	trf	1996		opb 184 vbap at Priluki; seen Priluki may98; scrapped at Priluki 18dec01
46 88 7 1 3	"09" red	Tu-22M3	Russian Navy	mfd	30dec86		line # 88-01; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
46 88 4 2 4	"12" red	Tu-22M3	Soviet Air Force				line # 88-02; opb 840 tbap at Soltsy
	"12" red	Tu-22M3	Russian Air Force	trf	1992		opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
46 88 . 3 .	"16" red	Tu-22M3	Soviet Air Force	trf	1986		line # 88-03; opb 132 tbap at Tartu (relocated to Zavitinsk in 1992)
	"16" red	Tu-22M3	Russian Air Force	trf	1992		opb 132 tbap at Zavitinsk (amalgamated with 444 tbap at Vozdvizhenka sep97); later opb 6952 AvB at Ukrainka
46 88 5 4 9	not known	Tu-22M3	Soviet Air Force	mfd	12sep86		line # 88-04
	"44" blue	Tu-22M3	Russian Air Force				opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; was to be scrapped
46 88 1 5 0	"76" ?	Tu-22M3	Soviet Air Force	mfd	15sep86		line # 88-05; old code still visible on the fin when seen at Vozdvizhenka may11, but last digit difficult to read
	"45" red	Tu-22M3	Russian Air Force				old code still visible on the fin when seen at Vozdvizhenka may11
	"15" blue	Tu-22M3	Russian Air Force	Vzd	28may11		opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
17 89 1 1 9	"01" red	Tu-22M3	Russian Navy	mfd	31mar87		line # 89-01; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
17 89 2 2 8	"02" red	Tu-22M3	Russian Navy	mfd	31mar87		line # 89-02; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
17 89 3 3 6	"03" red	Tu-22M3	Russian Navy	mfd	31mar87		line # 89-03; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
17 89 7 5 1	not known	Tu-22M3	Soviet Air Force	mfd	27oct86		line # 89-05
	"53" blue	Tu-22M3	Russian Air Force				opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
17 90 5 1 4	"61" red	Tu-22M3	Soviet Air Force	mfd	29dec86		line # 90-01; old code still visible on the fin and the nose-wheel door when seen at Vozdvizhenka may11
	"51" blue	Tu-22M3	Russian Air Force	Vzd	28may11		opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
27 90 4 2 5	"11" red	Tu-22M3	Russian Navy	mfd	30jun87		line # 90-02; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
27 90 3 3 2	"12" red	Tu-22M3	Russian Navy	mfd	30jun87		line # 90-03; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
27 90 1 4 3	"14" red	Tu-22M3	Russian Navy	mfd	30jun87		line # 90-04; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
27 90 2 5 9	"15" red	Tu-22M3	Russian Navy	mfd	30jun87		line # 90-05; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
	RF-94149	Tu-22M3	Russian Air Force	ph.	03may13		c/n not confirmed; also carried code "15" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles, Russian stars and a Russian flag below the cockpit; f/n overhead Moscow 03may13; l/n feb19; seen overhead Minsk 01jun19 now with 'VKS Rossii' titles; l/n Engels 23dec20
27 91 4 1 5	not known	Tu-22M3	Soviet Air Force	mfd	20mar87		line # 91-01
	"43" blue	Tu-22M3	Russian Air Force				opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
27 91 7 2 6	"65" red	Tu-22M3	Soviet Air Force	mfd	24mar87		line # 91-02; old code still visible on the fin when seen at Vozdvizhenka may11
	"33" blue	Tu-22M3	Russian Air Force	Vzd	28may11		opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
37 91 8 3 4	"60" red	Tu-22M3	Russian Air Force	ZIA	15aug92		line # 91-03; l/n ZIA aug93
37 91 9 4 7	"33" red	Tu-22M3	Russian Air Force	Akc	27jul97		line # 91-04; l/n Akhtubinsk 24may09
37 91 6 5 8	not known	Tu-22M3	Soviet Air Force	mfd	18may87		line # 91-05
	"07" blue	Tu-22M3	Russian Air Force				opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
37 92 7 1 9	"04" red	Tu-22M3	Russian Navy	mfd	28dec87		line # 92-01; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
37 92 4 3 5	"05" red	Tu-22M3	Russian Navy	mfd	28dec87		line # 92-03; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
37 92 3 4 4	"74" red	Tu-22M3	Soviet Air Force				line # 92-04; opb 840 tbap at Soltsy
	"74" red	Tu-22M3	Russian Air Force	trf	1992		opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
37 92 1 5 3	not known	Tu-22M3	Soviet Air Force	mfd	dec87		line # 92-05
	"42" red	Tu-22M3	Russian Air Force				opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); overhaul (by 360 ARZ) completed 14may10
	RF-94267	Tu-22M3M	Russian Air Force	r/o	16aug18		the first prototype of this version; modernised by KAZ in 2016/18; also carried code "42" black; reportedly based at Ryazan-Dyagilevo; in standard c/s with Red Stars and a Russian flag below the cockpit, no titles; f/f 28dec18; l/n with KAZ jun19, active
47 93 8 1 7	"16" red	Tu-22M3	Russian Navy	mfd	30dec87		line # 93-01; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
47 93 3 4 5	"42" red	Tu-22M3	Russian Air Force	no	reports		line # 93-04; sold as scrap metal 29nov12
47 93 4 5 3	"44" red	Tu-22M3	Russian Air Force	no	reports		line # 93-05; sold as scrap metal 29nov12
47 94 1 2 8	"40" red	Tu-22M3	Russian Air Force	no	reports		line # 94-02; sold as scrap metal 29nov12
47 94 2 3 4	"36" red	Tu-22M3	Russian Air Force	ZIA	03sep93		line # 94-03
18 94 9 4 3	not known	Tu-22M3	Russian Air Force	no	reports		line # 94-04; h/o to 150 ARZ for rework 17mar08, but work not yet completed by 2011
18 95 7 1 4	"14" red	Tu-22M3	Soviet Air Force	mfd	29mar88		line # 95-01; the first Tu-22M3 with the complete new defence suite; underwent trials with the GLITs in 1990/92; opb 260 tbap at Stry
	"14" red	Tu-22M3	Ukraine Air Force	trf	1992		opb 260 vbap at Stry
	"50" red	Tu-22M3	Ukraine Air Force	trf	jul93		opb 184 vbap at Priluki from jul93; l/n flying Priluki 1997; sat wfu at Priluki, seen may98; scrapped at Priluki 23apr02
18 95 1 2 5	"17" red	Tu-22M3	Russian Navy	mfd	30mar88		line # 95-02; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
	RF-94150	Tu-22M3	Russian Air Force	Shk	aug12		c/n not confirmed; also carried code "17" red; probably opb 6950 AvB at Shaikovka; l/n Shaikovka mid 2020 seemingly stored
18 95 5 3 6	"18" red	Tu-22M3	Russian Navy	mfd	31mar88		line # 95-03; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
18 95 4 4 7	"06" red	Tu-22M3	Russian Navy	mfd	31mar88		line # 95-04; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
	RF-94153	Tu-22M3	Russian Air Force	Shk	aug12		c/n not confirmed; also carried code "06" red; probably opb 6950 AvB at Shaikovka
28 95 1 5 3	"19" red	Tu-22M3	Russian Navy	mfd	30jun88		line # 95-05; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
28 96 3 1 4	"07" red	Tu-22M3	Russian Navy	mfd	30may88		line # 96-01; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
28 96 2 2 1	"08" red	Tu-22M3	Russian Navy	mfd	30jun88		line # 96-02; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
38 97 6 4 1	"41" red	Tu-22M3	Soviet Air Force	mfd	1988		line # 97-04; shown to political and military leaders of the CIS at Minsk-Machulishchi 13feb92
	not known	Tu-22M3	Russian Air Force	trf	1992		stored with 150 ARZ at Lyubliino
38 97 . 5 .	"48" red	Tu-22M3	Soviet Air Force	mfd	30sep88		line # 97-05
38 98 2 1 9	"46" red	Tu-22M3	Russian Air Force	no	reports		line # 98-01; sold as scrap metal 29nov12
48 98 6 4 9	not known	Tu-22M3	Soviet Air Force	mfd	1988		line # 98-04

	"9804" black	Tu-22M3	Tupolev OKB	trf	jul90	in Russian Air Force c/s; used as a test-bed; f/n ZIA aug93; equipped with a "Novella-45" radar in 2008; modernised by Tupolev to 'Izd. 45.03-1' in 2012/13, could now carry the new Kh-32M cruise missile; l/n ZIA jan14, active
48 98 8 5 7	"63" red	Tu-22M3	Soviet Air Force	mfd	1988	line # 98-05; opb 260 tbap at Stryy
	"63" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 260 tbap at Stryy; trf to 184 vbap at Priluki in 1992/93; seen Priluki 22may98
48 99 2 1 5	"62" blue	Tu-22M3	Ukraine Air Force	trf	2000	opb 185 vbap at Poltava; scrapped at Poltava 24jun03
	"52" red	Tu-22M3	Soviet Air Force	mfd	1988	line # 99-01; opb 260 tbap at Stryy
48 99 4 2 3	"52" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 260 tbap at Stryy; trf to 184 vbap at Priluki in 1992/93; scrapped at Priluki 21feb02
	"03" red	Tu-22M3	Soviet Air Force	mfd	1988	line # 99-02; initially opb 260 tbap at Stryy; trf to 185 tbap at Poltava in summer 1990
	"03" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"52" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 30may03
48 99 4 3 7	"04" red	Tu-22M3	Soviet Air Force	mfd	1988	line # 99-03; opb 260 tbap at Stryy; lost at Ryazan-Dyagilevo 02jun89
48 99 5 4 8	"65" red	Tu-22M3	Soviet Air Force	mfd	1988	line # 99-04; opb 260 tbap at Stryy
	"65" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 260 tbap at Stryy; trf to 184 vbap at Priluki in 1992/93; seen Priluki 22may98
48 99 7 5 6	not known no code	Tu-22M3	Soviet Air Force	mfd	11apr89	line # 99-05
	"20" red	Tu-22M3	Russian Air Force	ph.	07aug14	stored at KAPO/KAZ since 1992
19100 9 1 2	"20" red	Tu-22M3	Soviet Air Force	mfd	30mar89	line # 100-01; opb 260 tbap at Stryy; the code was also given as "06" red, but probably in error
	"53" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 260 tbap at Stryy
	"63" blue	Tu-22M3	Ukraine Air Force	mfd	2000	trf to 184 vbap at Priluki in 1992/93; seen Priluki may98
19100 9 2 3	"07" red	Tu-22M3	Soviet Air Force	mfd	31mar89	opb 185 vbap at Poltava; scrapped at Poltava 16nov04
	"11" red	Tu-22M3	Russian Air Force	trf	1992	line # 100-02; opb 260 tbap at Stryy; probably flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka
19100 7 3 4	RF-94147	Tu-22M3	Russian Air Force	Shk	nov16	opb 52 tbap (redesignated 6951 AvB in 2009) at Shaikovka
	"08" red	Tu-22M3	Soviet Air Force	mfd	31jan89	also carried code "11" red; opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; took part in the fly-past over Moscow 24jun20; l/n Shaikovka 15aug20
	"08" red	Tu-22M3	Ukraine Air Force	trf	06dec91	line # 100-03; opb 260 tbap at Stryy
	"51" red	Tu-22M3	Ukraine Air Force	trf	1992/93	opb 260 vbap at Stryy
19100 6 4 3	"61" blue	Tu-22M3	Ukraine Air Force	trf	2000	opb 184 vbap at Priluki; seen operational at Priluki in the 1990s; l/n Priluki 22may98
	"09" red	Tu-22M3	Soviet Air Force	mfd	21mar89	opb 185 vbap at Poltava; scrapped at Poltava 30aug04
	"09" red	Tu-22M3	Ukraine Air Force	trf	06dec91	line # 100-04; opb 260 tbap at Stryy
	"55" red	Tu-22M3	Ukraine Air Force	trf	1996	opb 260 vbap at Stryy
	"88" red	Tu-22M3	Ukraine Air Force	trf	2000 ?	opb 184 vbap at Priluki; stored at Priluki, seen jul97/may98
19100 5 5 6	"10" red	Tu-22M3	Soviet Air Force	mfd	31mar89	opb 185 vbap at Poltava; scrapped at Poltava 21oct04
	"10" red	Tu-22M3	Ukraine Air Force	trf	06dec91	line # 100-05; opb 260 tbap at Stryy
	"64" red	Tu-22M3	Ukraine Air Force	trf	1992/93	opb 260 vbap at Stryy
19101 4 1 5	"86" blue	Tu-22M3	Ukraine Air Force	trf	2000	opb 184 vbap at Priluki; seen Priluki 22may98
	"20" red	Tu-22M3	Soviet Air Force	mfd	31mar89	opb 185 vbap at Poltava; stored at Poltava, seen sep96; scrapped at Poltava 24sep04
	"20" red	Tu-22M3	Ukraine Air Force	trf	06dec91	line # 101-01; opb 260 tbap at Stryy
	"54" red	Tu-22M3	Ukraine Air Force	trf	jul93	opb 260 vbap at Stryy
29101 3 2 8	"21" red	Tu-22M3	Soviet Air Force	mfd	1989	opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 14mar02
	"21" red	Tu-22M3	Ukraine Air Force	trf	06dec91	line # 101-02; opb 260 tbap at Stryy
	"61" red	Tu-22M3	Ukraine Air Force	trf	1992/93	opb 260 vbap at Stryy
29101 . 3 .	"22" red	Tu-22M3	Soviet Air Force	mfd	30jun89	opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 04apr02
	"22" red	Tu-22M3	Ukraine Air Force	trf	06dec91	line # 101-03; opb 260 tbap at Stryy
	"14" red	Tu-22M3	Russian Air Force	trf	1992	opb 260 vbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to remove it from Ukrainian control
29101 . 4 .	"23" red	Tu-22M3	Soviet Air Force	mfd	jun89	opb 52 tbap (redesignated 6951 AvB in 2009) at Shaikovka
	"23" red	Tu-22M3	Ukraine Air Force	trf	06dec91	line # 101-04; opb 260 tbap at Stryy
29101 8 5 1	"30" red	Tu-22M3	Russian Navy	trf	unknown	opb 260 vbap at Stryy; is this one of the aircraft which were flown by their crews to Bobruisk in early 1992 in order to remove them from Ukrainian control ?
	"24" red	Tu-22M3	Soviet Air Force	mfd	30jun89	opb 574 mrap at Lakhta (disbanded 01sep02); overhaul (by 360 ARZ) completed 10feb11
	"24" red	Tu-22M3	Ukraine Air Force	trf	06dec91	line # 101-05; opb 260 tbap at Stryy
	"62" red	Tu-22M3	Ukraine Air Force	trf	1992/93	opb 260 vbap at Stryy
29102 6 1 9	"89" blue	Tu-22M3	Ukraine Air Force	trf	2000	opb 184 vbap at Priluki; seen Priluki 22may98
	"33" red	Tu-22M3	Soviet Navy	mfd	24jun89	opb 185 vbap at Poltava; scrapped at Poltava 10dec04
	"33" red	Tu-22M3	Russian Navy	trf	1992	line # 102-01; opb 574 mrap at Lakhta
29102 4 2 8	"35" red	Tu-22M3	Soviet Navy	mfd	30jun89	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011
	"35" red	Tu-22M3	Russian Navy	trf	1992	line # 102-02; opb 574 mrap at Lakhta
	RF-94266	Tu-22M3	Russian Air Force	ph.	dec12	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011
39102 2 3 6	"32" red	Tu-22M3	Soviet Navy	mfd	30aug89	also carried code "35" red; opb 52 tbap at Shaikovka; with 'VVS Rossii' titles and Russian stars; l/n as such Kazan-Borisoglebskoye 09aug14; titles changed to 'VKS Rossii'; f/n as such 26may18
	"32" red	Tu-22M3	Russian Navy	trf	1992	line # 102-03; opb 574 mrap at Lakhta
39102 1 4 5	"25" red	Tu-22M3	Soviet Navy	mfd	29sep89	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011
	"25" red	Tu-22M3	Russian Navy	trf	1992	line # 102-04; opb 574 mrap at Lakhta
	RF-94155	Tu-22M3	Russian Air Force	Shk	jul12	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011
39102 3 5 3	"28" red	Tu-22M3	Soviet Navy	mfd	30nov89	c/n not confirmed; also carried code "25" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; named 'Yuri Deineko' after the late commander of Tu-160 "01" red c/n 82007617 which crashed 18sep03; f/n as such Shaikovka dec12; l/n as such ZIA 26aug15; titles changed to 'VKS Rossii'; f/n as such over OVB 28sep18; l/n Engels 23dec20
	"52" red	Tu-22M3	Russian Navy	trf	1992	line # 102-05; opb 574 mrap at Lakhta
39103 9 1 2	"53" red	Tu-22M3	Soviet Navy	mfd	30oct89	opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
	"53" red	Tu-22M3	Russian Navy	trf	1992	line # 103-01; opb 574 mrap at Lakhta
39103 7 2 1	"27" red	Tu-22M3	Soviet Navy	mfd	30sep89	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011; reportedly scrapped
	"57" red	Tu-22M3	Russian Navy	trf	1992	line # 103-02; opb 574 mrap at Lakhta
	RF-34079	Tu-22M3	Russian Air Force	ph.	sep16	opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; named 'Fyodor Radus' after a distinguished Soviet Navy bomber pilot of WWII; photo 19apr07; stored at Mongokhto-Kamenny Ruchei, l/n jan12
39103 5 3 6	"29" red	Tu-22M3	Soviet Navy	mfd	26oct89	also carried code "57" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles, Russian stars and a 'shark mouth' on the air intake; attacked IS targets in Syria 24nov17; l/n OVB sep19
	"29" red	Tu-22M3	Russian Navy	trf	1992	line # 103-03; opb 574 mrap at Lakhta
49103 3 4 3	"25" red	Tu-22M3	Soviet Air Force	mfd	30nov89	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011
	"25" red	Tu-22M3	Ukraine Air Force	trf	1992	line # 103-04; initially opb 260 tbap at Stryy; trf to 185 tbap at Poltava in summer 1990
40103 . 5 .	"84" blue	Tu-22M3	Ukraine Air Force	trf	2000	opb 185 vbap at Poltava; f/n Gostomel 22aug92, flying; seen Poltava 12sep96/21jun97; trf to 184 vbap at Priluki in 1997/98; seen Priluki 22may98
49104 6 2 7	"45" red	Tu-22M3	Soviet Navy	mfd	30dec89	again opb 185 vbap at Poltava; scrapped at Poltava 06jan05
	"57" red	Tu-22M3	Soviet Navy	mfd	30dec89	line # 103-05; opb 574 mrap at Lakhta
	"57" red	Tu-22M3	Russian Navy	trf	1992	line # 104-02; opb 574 mrap at Lakhta
49104 4 3 9	"58" red	Tu-22M3	Soviet Navy	mfd	30dec89	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; f/n Ostrov-Veretye 16aug03; trf to the Russian Air Force at Shaikovka in 2011
	"58" red	Tu-22M3	Russian Navy	trf	1992	line # 104-03; opb 574 mrap at Lakhta
49104 2 4 8	"59" red	Tu-22M3	Soviet Navy	mfd	30dec89	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011
	"59" red	Tu-22M3	Russian Navy	trf	1992	line # 104-04; opb 574 mrap at Lakhta
10105 0 1 9	RF-34050	Tu-22M3	Russian Air Force	Kzp	nov18	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011
	"51" red	Tu-22M3	Soviet Navy	mfd	1990	also carried code "51" red; with 'VKS Rossii' titles and Russian stars; l/n ZIA 04sep19
	"51" red	Tu-22M3	Ukraine Air Force	trf	1996	line # 105-01; opb 2 ae 943 mrap at Oktyabrskoye
10105 1 2 8	"51" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; stored at Poltava, seen sep96
	"56" red	Tu-22M3	Soviet Navy	mfd	1990	opb 185 vbap at Poltava; scrapped at Poltava 28feb05
	"73" red	Tu-22M3	Ukraine Air Force	trf	1996	line # 105-02; opb 2 ae 943 mrap at Oktyabrskoye
10105 9 3 1	"53" red	Tu-22M3	Soviet Navy	mfd	30mar90	opb 184 vbap at Priluki; stored at Priluki, seen may98; trf to 6 AB(n) at Mykolayiv-Kulbakino 07sep04
	"53" red	Tu-22M3	Russian Navy	trf	1992	line # 105-03; opb 2 ae 943 mrap at Oktyabrskoye
10105 8 4 2	"53" red	Tu-22M3	Russian Air Force	ph.	08may13	opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
	"54" red	Tu-22M3	Soviet Navy	mfd	19apr90	at Olenya; named 'Olenegorski gornyyak' (Olenegorsk Miner)
	"54" red	Tu-22M3	Russian Navy	trf	1992	line # 105-04; opb 2 ae 943 mrap at Oktyabrskoye
10105 2 5 7	"55" red	Tu-22M3	Soviet Navy	mfd	1990	opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; named 'Nikolai Avvakumov' after a distinguished Soviet Navy bomber pilot; stored at Mongokhto-Kamenny Ruchei, l/n jan12
	"55" red	Tu-22M3	Ukraine Air Force	trf	1996	line # 105-05; the first Tu-22M with improved ejection seats; opb 2 ae 943 mrap at Oktyabrskoye
	"55" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; stored at Poltava, seen sep96
10106 3 1 3	"52" red	Tu-22M3	Soviet Navy	mfd	15jun90	opb 185 vbap at Poltava; scrapped at Poltava 27sep05
	"66" red	Tu-22M3	Ukraine Air Force	trf	1996	line # 106-01; opb 2 ae 943 mrap at Oktyabrskoye
	"66" blue	Tu-22M3	Ukraine Air Force	trf	2000	opb 184 vbap at Priluki; seen flying at Priluki in the early 1990s; stored at Priluki, seen may98
20106 7 2 6	"57" red	Tu-22M3	Soviet Navy	mfd	26feb90	opb 185 vbap at Poltava; scrapped at Poltava 28oct05
						line # 106-02; opb 2 ae 943 mrap at Oktyabrskoye

	"57" red	Tu-22M3	Ukraine Air Force	trf	1996	opb 185 vbap at Poltava; f/n Poltava 18may98; l/n FFD 26jul98, c/n 20106726 confirmed by the RIAT checklist
	"96" blue	Tu-22M3	Ukraine Air Force	BTS	08jun02	opb 185 vbap at Poltava; c/n checked on the plate on the nose-wheel strut BTS 08jun02; soc 10jun05; was preserved in the Ukrainian Air Force Museum at Poltava, l/n 2005; arrived in the Oleg Antonov State Aviation Museum at Kiev in pieces 26apr06, assembled after jun06, l/n 08jun11
	"57" red	Tu-22M3	Ukraine Air Force	IEV	aug11	c/n checked on the plate on the nose-wheel strut; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405800 E30.4635072), seen aug11/oct21
20106 6 3 4	"58" red "58" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	29jun90 1992	line # 106-03; opb 2 ae 943 mrp at Oktyabrskoye opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; named 'Vasili Trushkin' after a distinguished Soviet Navy shтурмовик pilot of WWII; f/n Mongokhto-Kamenny Ruchei 18apr07; stored at Mongokhto-Kamenny Ruchei, photo in 2014
20106 4 4 5	"59" red	Tu-22M3	Soviet Navy	mfd	18jul90	line # 106-04; opb 2 ae 943 mrp at Oktyabrskoye
20106 6 5 4	"59" red "27" red "70" red "70" blue "70" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Russian Navy Soviet Navy Ukraine Air Force Ukraine Air Force Soviet Navy	trf mfd trf trf mfd	1992 27sep90 1996 2000 28sep90	opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010 line # 106-05; opb 943 mrp at Oktyabrskoye opb 184 vbap at Priluki; seen Priluki 22may98, operational opb 185 vbap at Poltava; scrapped at Poltava, date unknown (probably around 2005)
20107 9 1 0	"70" red	Tu-22M3	Soviet Navy	mfd	28sep90	line # 107-01; opb 1 ae 943 mrp at Oktyabrskoye
20107 8 2 3	"50" red "47" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	16nov90 1992	opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; stored at Mongokhto-Kamenny Ruchei, l/n jan12
	"47" red RF-34025	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf Bly	2011 16aug15	line # 107-02; opb 2 ae 943 mrp at Oktyabrskoye initially opb 574 mrp at Lakhta (disbanded 01sep02) and later by 924 mrp at Olenya, by 7051 AvB and by 6050 AvB
30107 6 3 5	"48" red "48" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd	31oct90 1992	based at Shaikovka; overhauled by KAZ in 2013/14 with 'VVS Rossii' titles and Russian stars; initially also carried code "47" red; code on the nose-wheel door changed to "37" red (while "47" red remained on the fin); seen as such sep15; code on the fin changed to "37" red as well; f/n as such OVB 13sep16; l/n Byelaya mid-2019
	"48" red RF-34036	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf ph.	2011 23jul17	line # 107-03; initially opb 170 mrp at Bykhov; trf to 574 mrp at Lakhta probably in 1991 initially opb 574 mrp at Lakhta (disbanded 01sep02) and later by 924 mrp at Olenya, by 7051 AvB and by 6050 AvB
30107 1 4 0	"49" red "49" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30nov90 1992	based at Shaikovka c/n from www.russianplanes.net; also carried code "48" red; opb 40 sap at Olenya; with 'VVS Rossii' titles and Russian stars; f/n Olenya 23jul17; titles changed to 'VKS Rossii'; f/n as such Kubinka 22aug18; l/n Ryazan-Dyagilevo aug21
30107 2 5 1	"49" red "50" red "50" red	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy Russian Navy	trf mfd trf	2011 21dec90 1992	line # 107-04; initially opb 170 mrp at Bykhov; trf to 574 mrp at Lakhta probably in 1991 initially opb 574 mrp at Lakhta (disbanded 01sep02) and later by 924 mrp at Olenya, by 7051 AvB and by 6050 AvB
	"50" red RF-34035	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf Kzp	2011 may16	based at Shaikovka in bare metal c/s; seen in 2021 (date correct?), location unknown, now coded "50" red and with 'VVS Rossii' titles; l/n ZIA 22jul21
30108 0 1 2	"41" red "41" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	27dec90 1992	line # 108-01; initially opb 170 mrp at Bykhov; trf to 574 mrp at Lakhta probably in 1991 initially opb 574 mrp at Lakhta (disbanded 01sep02) and later by 924 mrp at Olenya, by 7051 AvB and by 6050 AvB
	"41" red RF-94143	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf Shk	2011 28jun12	based at Shaikovka c/n not confirmed (is also reported as line # 113-02); carried also code "26" red; based at Shaikovka; with 'VVS Rossii' titles and Russian stars; l/n as such Shaikovka 04may19; titles changed to 'VKS Rossii'; f/n as such overhead Minsk 01jul19; l/n Engels 23dec20; also see c/n 22113.2. (line # 113-02)
30108 1 2 4	"42" red "42" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30dec90 1992	line # 108-02; initially opb 170 mrp at Bykhov; trf to 574 mrp at Lakhta probably in 1991 initially opb 574 mrp at Lakhta (disbanded 01sep02) and later by 924 mrp at Olenya, by 7051 AvB and by 6050 AvB
	"42" red RF-34038	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf ph.	2011 jun15	based at Shaikovka; overhauled by KAZ in 2013/14 also carried code "42" red; based at Shaikovka; with 'VVS Rossii' titles and Russian stars; f/n jun15; on a photo over Syria; l/n Ryazan-Dyagilevo jul19
30108 3 3 8	"43" red "43" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30dec90 1992	line # 108-03; initially opb 170 mrp at Bykhov; trf to 574 mrp at Lakhta probably in 1991 initially opb 574 mrp at Lakhta (disbanded 01sep02) and later by 924 mrp at Olenya, by 7051 AvB and by 6050 AvB
40108 0 4 9	"43" red RF-34039 "44" red "44" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force Soviet Navy Russian Navy	trf ph. mfd trf	2011 2015 30dec90 1992	based at Shaikovka; modernised by Gefest-T and overhauled by KAZ in 2013/14 also carried code "43" red; with 'VVS Rossii' titles and Russian stars; l/n Ryazan-Dyagilevo 26jun20 line # 108-04; initially opb 170 mrp at Bykhov; trf to 574 mrp at Lakhta probably in 1991 initially opb 574 mrp at Lakhta (disbanded 01sep02); trf to 444 TsBP i PLS at Ostrov-Veretye, date unknown; did not carry a Navy flag; suffered structural damage during a hard landing, details unknown; sat wfu at Ostrov-Veretye, l/n aug12
40108 . 5 .	"47" red not known	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	28feb91 1992	line # 108-05; initially opb 170 mrp at Bykhov; trf to 574 mrp at Lakhta probably in 1991 initially opb 574 mrp at Lakhta (disbanded 01sep02); trf to 444 TsBP i PLS at Ostrov-Veretye, date unknown
40109 7 1 4	not known RF-94158 "28" red	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force Soviet Air Force	trf no mfd	unknown reports 28feb91	opb 6950 AvB at Shaikovka line # 109-01; opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka
	"12" red	Tu-22M3	Russian Air Force			opb 52 tbap (redesignated 6951 AvB in 2009) at Shaikovka; overhauled and modernised by KAPO in 2013/14
	RF-94148	Tu-22M3	Russian Air Force	Shk	may17	also carried code "12" red; probably opb 6950 AvB at Shaikovka (or by 6953 AvB at Byelaya); initially with 'VVS Rossii' titles and Russian stars; l/n as such Kubinka 25aug17; titles changed to 'VKS Rossii'; f/n as such Byelaya 12aug18; l/n over Moscow 07may22
40109 1 2 6	"11" red	Tu-22M3	Soviet Navy	mfd	1991	line # 109-02; Black Sea Fleet (Crimea); c/n as such from an official document, but also reported as 40109227 (was also reported as opb 260 tbap at Stryy)
40109 1 3 5	"60" red "60" blue not known "17" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force Soviet Air Force Russian Air Force	trf trf mfd trf	1996 2000 1991 1992	opb 184 vbap at Priluki; stored at Priluki, seen may98 opb 185 vbap at Poltava; scrapped at Poltava 27jan06 as the last of 60 Ukrainian Tu-22Ms line # 109-03
40109 5 4 9	"42" red "42" red RF-94142	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force Russian Air Force	mfd trf Kzp	30apr91 1992 18jul14	probably opb 52 tbap at Shaikovka; with 'VVS Rossii' titles, but still with Red Stars; used as a ground instructional airframe by VUNTS at Voronezh-Baltimor from around 2009, c/n checked 18aug12 line # 109-04 overhauled by KAPO in 2012/14
40109 7 5 6	"10" red "10" red RF-94146	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ph.	21may91 1992 apr16	also carried code "42" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; h/o after overhaul 09aug14; attacked IS targets in Syria 23jan17 and 24nov17; l/n Ryazan-Dyagilevo 13aug19 line # 109-05 l/n 2013
21110 9 1 1	"26" red "26" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd trf	1991 1992	also carried code "10" red; h/o aug15 after overhaul and modernisation by KAZ; opb AvGr 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; dbr 16jun16 on landing at Soltsy when the right main gear collapsed during the landing run and the aircraft veered off the runway to the left, sheering off the remaining landing gear and suffering damage to the right wing, 2 crew members were injured; the hulk sat Soltsy, seen in mid-2019
21110 . 2 .	not known "43" red RF-94138	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ph.	28jun91 1992 07may15	line # 110-01; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12 line # 110-02
21110 . 3 .	"28" red "28" red "48" red RF-94140	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	mfd trf Kzp	26aug91 1992 27apr14	overhaul by KAZ completed sep14; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; initially also carried code "43" red; took part in the fly-past over Moscow 07may15; l/n as such over Moscow 04may18; titles changed to 'VKS Rossii'; f/n as such in 2018; code changed to "29" red; f/n as such jul19; l/n Shaikovka in mid-2020
.1110 . 4 .	not known	Tu-22M3	Soviet Air Force	mfd	1991	line # 110-03; opb 840 tbap at Soltsy
.1110 . 5 .	not known	Tu-22M3	Russian Air Force	trf	1992	opb 840 tbap at Soltsy (disbanded in 2011)
.1111 . 1 .	not known	Tu-22M3	Russian Air Force	mfd	1991	overhauled by KAPO in 2013/14
.1111 . 2 .	not known	Tu-22M3	Soviet Air Force	trf	1992	also carried code "48" red; probably opb 6953 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; h/o after overhaul 04jun14; attacked Islamic State targets in Syria dec15, 23jan17 and 24nov17; l/n Ryazan-Dyagilevo 08aug18
41111 5 3 8	not known "01" red "01" red "01" blue	Tu-22M3 Tu-22MR Tu-22MR Tu-22MR	Russian Air Force Soviet Air Force Russian Air Force Russian Air Force	mfd trf trf trf	1992 1991 1992 1998	line # 110-04 undergoing overhaul with KAZ by autumn 2014 line # 110-05 undergoing overhaul with KAZ 2013 line # 111-01 overhauled and modernised by KAPO in 2014 line # 111-02 overhauled and modernised by KAPO in 2016
..111 . 4 .	not known	Tu-22M3	Soviet Air Force	mfd	1991	line # 111-03; the first series-production Tu-22MR; opb 219 odrap at Khvalynka
..111 . 5 .	not known	Tu-22M3	Soviet Air Force	trf	1992	initially opb 219 odrap at Khvalynka (disbanded in 1998)
..112 . 1 .	not known "02" red	Tu-22M3 Tu-22MR	Soviet Air Force Soviet Air Force	mfd mfd	1991 1992	opb 444 tbap at Vozvishenska; trf to 6953 AvB at Byelaya in 2010, but rarely flown; sat wfu at Byelaya line # 111-04 overhauled and modernised by KAPO in 2014 line # 111-05; the code was probably "2."
						line # 112-01; the second series-production Tu-22MR; opb 219 odrap at Khvalynka

	"02" red	Tu-22MR	Russian Air Force	trf	1992	initially opb 219 odrap at Khvalynka (disbanded in 1998); trf to 444 tbat at Vozdvizhenka in 1998; f/n 20may09; trf to 6953 AvB at Byelaya in 2010; l/n Byelaya sep10
	RF-94239	Tu-22MR	Russian Air Force	ph.	aug11	carried the code "02" red still on the nose-wheel door, but no longer on the fin; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with (faded) Red Stars; l/n Engels may16
..112 . 2 . 12112 6 3 1	not known "16" red RF-94144	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force Russian Air Force	mfd ph.	05may92 mar14	line # 112-02 line # 112-03 also carried code "16" red; modernised by Gefest-T; with 'VVS Rossii' titles, Russian stars and a Russian flag below the cockpit; l/n as such 18sep17; titles changed to 'VKS Rossii' and Russian flag removed; f/n as such over Moscow 07may19; l/n Shaikovka jul19
12112 3 4 7	no code not known	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	mfd	1992	line # 112-04; f/n FAB 06sep92; l/n FAB 11sep92 opb 6952 AvB at Ukrainka
12112 1 5 4 22113 4 1 8	"31" no code	Tu-22M3 Tu-22MR	Russian Air Force KAPO im. Gorbunova	mfd mfd	1992 31jan92	line # 112-05; initially opb 200 tbat at Byelaya and later by 6952 AvB at Ukrainka line # 113-01; the last Tu-22MR built; was not paid for by the MoD and hence not handed over to the Russian Air Force; was stored with KAPO for many years
22113 . 2 .	"26" red	Tu-22M3	Russian Air Force	mfd	1992	line # 113-02; modernised by Gefest-T; was to undergo repairs with 360 ARZ in 2016; this c/n is also reported to have become RF-94143
.2113 . 3 . .2113 . 4 . .2113 . 5 . .2114 . 1 . 32114 5 2 3	"15" red not known not known not known "37" red RF-94145	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force	mfd mfd mfd mfd mfd Rzd	1992 1992 1992 1992 24jul92 aug12	line # 113-03; was to undergo repairs with 360 ARZ in 2016 line # 113-04 line # 113-05 line # 114-01 line # 114-02 also carried code "37" red; opb 43 TsBP i PLS at Ryazan-Dyagilevo; with 'VVS Rossii' titles and Russian stars; modernised by Gefest-T in 2009 and underwent trials with TsBP DA at Ryazan-Dyagilevo; l/n as such Ryazan-Dyagilevo 31may15; titles changed to 'VKS Rossii'; f/n as such Ryazan-Dyagilevo 01aug19; l/n mar21
42114 1 3 8 42114 . 4 . 42114 6 5 7	"01" red not known "28" red RF-94157	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force Russian Air Force Russian Air Force	mfd mfd mfd Shk	21aug92 1992 1992 jun12	line # 114-03; was undergoing overhaul with KAZ by autumn 2014 line # 114-04; opb 200 tbat at Byelaya line # 114-05 also carried code "28" red; probably opb 6950 AvB at Shaikovka; received 'VVS Rossii' titles and Russian stars; f/n as such Kazan-Borisoglebskoye 09aug14; attacked IS targets in Syria 20nov15 and 07dec15; titles changed to 'VKS Rossii' and an unknown badge painted below the cockpit; f/n as such during the fly-past over Moscow 24jun20; l/n Kubinka 28aug20
42115 3 1 2	no code	Tu-22M3	KAPO im. Gorbunova	mfd	01mar93	line # 115-01; in standard c/s with Red Stars; was not paid for by the MoD and hence not handed over to the Russian Air Force; stored with KAPO for many years, l/n aug14
13115 4 2 3	no code	Tu-22M3	KAPO im. Gorbunova	mfd	01mar93	line # 115-02; in standard c/s with Red Stars; was not paid for by the MoD and hence not handed over to the Russian Air Force; stored with KAPO for many years, l/n aug14
23115 1 3 2	no code	Tu-22M3	KAPO im. Gorbunova	mfd	05jul93	line # 115-03; the last Tu-22M built; in standard c/s with Red Stars; was not paid for by the MoD and hence not handed over to the Russian Air Force; was stored with KAPO for many years; preserved as a gate guard at the KAPO/KAZ factory (55.8583439 49.1060092) from aug07, l/n aug24

Tu-22M (all versions) with unknown construction numbers include

---	RF-34018 RF-34075	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	Kzp ph.	mar19 dec15	also carried code "47" red; with 'VVS Rossii' titles and Russian stars; l/n over Moscow 07may22 given by russianplanes.net as c/n 4468015, but can this be correct ?, see there; also carried code "54" red; with 'VVS Rossii' titles and Russian stars; l/n with code "54" red in early 2016; code changed to "24" red; f/n as such feb16; l/n Ryazan-Dyagilevo aug21, still with 'VVS Rossii' titles
---	RF-34089	Tu-22M3	Russian Air Force	OVB	01apr17	also carried code "59" red; with 'VVS Rossii' titles and Russian stars; already seen in bare metal test flying from KAZ 22dec16; l/n Belaya 18aug18
---	RF-34110	Tu-22M3	Russian Air Force	Kzp	jan17	also carried code "49" red; with 'VVS Rossii' titles and Russian stars; seen Shaikovka jun20 now with 'VKS Rossii' titles and coded "02" red; l/n Engels 23dec20; damaged Ryazan-Dyagilevo 04dec22, during an attack by a Ukrainian UAV, photos show extensive damage to the tail planes and engine exhausts
---	RF-34112 RF-94141 RF-94151 RF-94152 RF-94161	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force	Kzp Rzd Kzp ph.	13feb18 2015 mar23 05jun19 nov15	also carried code "46" red; with 'VVS Rossii' titles and Russian stars also carried code "41" red, with 'VVS Rossii' titles; previous code "21" red visible on the tail also carried code "18" red also carried code "21" red; with 'VKS Rossii' titles and Russian stars; l/n Kazan-Borisoglebskoye 12jun19 also carried code "16" red, with 'VVS Rossii' titles and Russian stars; seen Shaikova 10jun20 coded "01" red now with 'VKS Rossii' titles; l/n Shaikova late 2021
---	RF-94216	Tu-22M3	Russian Air Force	ph.	2014	also carried code "26" red; possibly based at Byelaya; with 'VVS Rossii' titles; attacked IS targets in Syria 19nov15; l/n OVB 22sep16
---	RF-94217	Tu-22M3	Russian Air Force	Bly	jul11	also carried code "30" red; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars; l/n without name Byelaya sep12; named 'Vladimir Bezbokov' after a distinguished Soviet bomber pilot; f/n as such Byelaya 07nov12; l/n Byelaya 18aug18
---	RF-94218 RF-94221 RF-94223	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force Russian Air Force	Eng ph. ph.	feb14 nov12 may13	also carried code "67" red; with 'VVS Rossii' titles; l/n OVB 12aug17 also carried code "58" red, with 'VVS Rossii' titles; l/n feb15; seen oct20 now with 'VKS Rossii' titles also carried code "46" red; with 'VVS Rossii' titles; l/n OVB oct18/apr19 stored with fading paint, reflown jul19 and l/n OVB sep19
---	RF-94228 RF-94229 RF-94230 RF-94231 RF-94232 RF-94233	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force	Bly Rzd ph. ph. ph. ph.	2011 aug21 2020 dec12 03oct19 jul11	also carried code "33" red; with 'VVS Rossii' titles; l/n over Moscow 07may22 also carried code "32" red; with 'VKS Rossii' titles at Belaya; also carried code "31" red; with 'VVS Rossii' titles; l/n Ryazan-Dyagilevo 30aug21 also carried code "25" red; with 'VVS Rossii' titles also carried code "23" red; with 'VKS Rossii' titles also carried code "20" red; opb 326 tbat at Byelaya; with 'VVS Rossii' titles, l/n with faded Red Stars in 2012; modernised by Gefest; f/n with Russian stars in 2014; dbr 14sep17 on the leg from Shaikovka to Mozdok (still without bombs) of a bombing mission to Syria when the radar altimeter failed during the take-off run and the pilot decided to abort the take-off, but weight and speed were very high so that the aircraft overran the runway and the left wing broke off, all 4 crew escaped unhurt
---	RF-94234	Tu-22M3	Russian Air Force	OVB	12sep16	also carried code "34" red; with 'VVS Rossii' titles, l/n OVB 18sep16; seen over Moscow 25jun20 now with 'VKS Rossii' titles
---	"27" RF-94237	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	ph.	apr16	opb 444 tbat at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09) still carried the old code "27" red on the nose-wheel door, but no longer on the fin; opb 6953 AvB at Byelaya; without titles and still with Red Stars; l/n Byelaya mid-2019
---	RF-94264	Tu-22M3	Russian Air Force	Rzd	20dec16	also carried code "01" red; with 'VVS Rossii' titles and Red Star; f/n Shaikovka apr19 with 'VKS Rossii' titles; l/n sep20
---	RF-94265	Tu-22M3	Russian Air Force	Kzp	09aug14	with 'VVS Rossii' titles and faded Red Star; l/n Ryazan-Dyagilevo 2016, also carried code "38" red; seen jun19 now with 'VKS Rossii' titles; l/n Shaikovka jul20
---	RF-94... RF-95948 RF-95955	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force Russian Air Force	Eng Akc ZIA	sep12 24may14 12aug12	also carried code "45" red also carried code "33" red in flypast; also carried code "44" red with 'VVS Rossii' titles; opb 6950 AvB at Shaikovka; l/n over Arkhangelsk sep18
---	RF-95956	Tu-22M3	Russian Air Force	ZIA	12aug12	in flypast; also carried code "22" red with 'VVS Rossii' titles; opb 6950 AvB at Shaikovka; l/n as such Shaikovka apr19; seen Engels 23dec20 now with 'VKS Rossii' titles
---	"01" red "02" red "03" red "04" red "05" red "05" red "05" red "06" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Navy Soviet Air Force Soviet Navy Soviet Air Force Soviet Navy Russian Navy Soviet Navy	Rzd ph. ph. ph. no no no no	29jun02 16apr07 sep09	l/n Ryazan-Dyagilevo apr11; see RF-94264 at Mongokhto opb 444 tbat at Vozdvizhenka opb 1 ae 5 mrap at Vesolyoye; scrapped at Oktyabrskoye mar97 opb 444 tbat at Vozdvizhenka opb 1 ae 5 mrap at Vesolyoye; scrapped at Vesolyoye apr97 opb 5gv.mrap at Vesolyoye (Crimea); broken up at Vesolyoye apr97; see c/n 2463849 opb 5gv.mrap at Vesolyoye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97
---	"06" red "07" red "08" red "09" red "10" red "11" red "11" red "11" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3-R Tu-22M3	Russian Air Force Soviet Air Force Soviet Air Force Soviet Navy Russian Air Force Russian Air Force Russian Air Force Russian Air Force	Bly Rzd Rzd Shk	sep09 18aug05 29jun02 20jun04	opb 260 tbat at Stryi; fate unknown opb 444 tbat at Vozdvizhenka opb 1 ae 5 mrap at Vesolyoye; damaged (dbr ?) 21aug92 l/n Ryazan-Dyagilevo 18aug05; photo Ryazan-Dyagilevo jun12
---	"12"	Tu-22M3	Soviet Air Force			opb 52 tbat at Shaikovka, so could be RF-94147; w/o in the morning of 19apr24 on return from a combat mission from Mozdok to the area of Kushchovskakaya (Krasnodar region) where it launched Kh-22 missiles against targets in the Odessa region when was hit by a Ukrainian SAM (reportedly an S-200V) at a distance of 308 km from the front line, managed to continue to the Stavropol region, but entered a flat spin and crashed in flames in a field near Bogomolov (Krasnogvardeiskoye district), all 4 crew members managed to eject, but 2 of them were killed and both survivors (among them the pilot, Major Sergei A. Kolesnikov) were injured
---	"12" red	Tu-22M3	Russian Air Force	Rzd	29jun02	opb 444 tbat at Vozdvizhenka; was to be overhauled by 12 ARZ at Khabarovsk, but probably the overhaul was not completed
---	"14" red "14" red "14" red "15" red "16" red "16" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Soviet Air Force Russian Air Force Soviet Air Force Soviet Air Force Soviet Air Force	Rzd	jun12	initially without titles and with Red Stars, l/n as such Ryazan- Dyagilevo 18aug05; seen with 'VVS Rossii' titles and Russian stars over Moscow 09may10 opb 840 tbat at Soltsy opb 444 tbat at Vozdvizhenka opb 840 tbat at Soltsy; was "24" red before opb 840 tbat at Soltsy opb 444 tbat at Vozdvizhenka

	"16" red	Tu-22M3	Russian Air Force	Bly	2011	opb 6953 AvB at Byelaya; l/n Byelaya feb12; a "16" red with 'VVS Rossii' titles was seen at Engels mar15, the same aircraft ?; see RF-94161
---	"17" red	Tu-22M3	Soviet Air Force			opb 444 tbat at Vozdvizhenka
---	"19" red	Tu-22M3	Russian Air Force	Rzd	29jun02	l/n Ryazan-Dyagilevo 18aug05
---	"19" red	Tu-22M3	Russian Air Force	Vob	10dec10	l/n 18aug12 in the technical school with VVS Rossii titles
---	"20" red	Tu-22M3	Soviet Navy			opb 2 ae 5 mrap at Vesolyole
---	"20" red	Tu-22M3	Soviet Air Force			opb 840 tbat at Soltsy
---	"20" red	Tu-22M3	Russian Air Force	trf	1992	opb 840 tbat at Soltsy; seen Soltsy jun04; w/o 08jul04 when crashed on approach to Soltsy after a DC generator breakdown caused complete loss of electrical power, all 4 crew killed (they were not able to eject without electricity)
---	"20" red	Tu-22M3	Russian Air Force	Bly	2011	opb 6950 AvB at Shaikovka; damaged 23mar21 while being prepared for take-off at Shaikovka, as the forced ejection system had not been deactivated and the safety lever was missing the system kicked in when power was switched on so that 3 of the 4 crew members (all apart from the pilot) were shot out inadvertently, as the KT-1M ejection seat of the Tu-22M3 does not have zero-zero capabilities, their parachutes did not manage to open and all three were killed, the pilot was injured by the hot exhausts of the other ejection seats
---	"21" red	Tu-22M3	Soviet Air Force			opb 840 tbat at Soltsy
---	"21" red	Tu-22M3	Russian Air Force	Rzd	18aug05	
---	"21" red	Tu-22M3	Russian Air Force	Bly	feb12	
---	"21" red	Tu-22M3	Russian Air Force			
---	"41" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbat at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
---	"22" red	Tu-22M3	Soviet Air Force			opb 840 tbat at Soltsy; was "03" red before
---	"22" red	Tu-22M3	Russian Air Force	Bly	14aug09	also carried "25" blue on the fin; two aircraft coded "22" red were based at the time; see c/n 4582352
---	"22" red	Tu-22M3	Soviet Navy			opb 2 ae 5 mrap at Vesolyole
---	"23" red	Tu-22M3	Russian Air Force	Bly	23aug14	with faded Red Star on tail
---	"23" red	Tu-22M3	Soviet Air Force			opb 840 tbat at Soltsy
---	"23" red	Tu-22M3	Soviet Navy	no	reports	opb 5gv.mrap at Vesolyole (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97
---	"23" red	Tu-22M3	Soviet Navy			opb 2 ae 5 mrap at Vesolyole; scrapped at Oktyabrskoye mar97
---	"23" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbat at Shaikovka
---	"16" red	Tu-22M3	Russian Air Force			opb 52 tbat at Shaikovka
---	"24" red	Tu-22M3	Russian Air Force	Shk	feb03	
---	"24" red	Tu-22M3	Russian Air Force	ph.	09dec12	was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12
---	"24" red	Tu-22M3	Russian Air Force		aug13	at Kazan-Borisoglebskoye with 'VVS Rossii' titles
---	"25" red	Tu-22M3	Soviet Air Force			opb 840 tbat at Soltsy
---	"25" red	Tu-22M3	Soviet Navy			opb 2 ae 5 mrap at Vesolyole
---	"25" red	Tu-22M3	Russian Air Force	Rzd	29jun02	
---	"25" red	Tu-22M3	Soviet Air Force	ph.	1991	Bobruisk, Belarus
---	"25" red	Tu-22M3	Russian Air Force		2014	at Shaikovka, with 'VVS Rossii' titles
---	"26" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbat at Shaikovka
---	not known	Tu-22M3	Russian Air Force			opb 52 tbat at Shaikovka
---	"27" red	Tu-22M3	Russian Air Force	Rzd	18sep10	opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars
---	"27" red	Tu-22M3	Soviet Navy			opb 2 ae 5 mrap at Vesolyole; scrapped at Vesolyole apr97
---	"27" red	Tu-22M3	Russian Air Force	Bly	2011	l/n Byelaya sep15
---	"27" red	Tu-22M3	Soviet Navy			opb 2 ae 5 mrap at Vesolyole; scrapped at Vesolyole apr97
---	"27" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry; fate unknown
---	"28" red	Tu-22M3	Russian Air Force		photo	feb03 at Shaikovka
---	"28" red	Tu-22M3	Russian Air Force	MOW	09may10	with 'VVS Rossii' titles and Russian stars
---	"30" red	Tu-22M3	Soviet Air Force	ph.	1991	Bobruisk, Belarus
---	"30" red	Tu-22M3	Russian Air Force	Rzd	18aug05	
---	"30" red	Tu-22M3	Russian Air Force	Bly	sep11	l/n Byelaya jan12 and aug12; photo same aircraft ? with RF- digits covered
---	"31" red	Tu-22M3	Russian Air Force	Bly	sep09	and photo again 2011
---	"32" red	Tu-22M3	Russian Air Force	Bly	2012	
---	"33" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"33" red	Tu-22M3	Russian Air Force	Bly	24nov11	and photo 2012, very faded Red star on tail
---	"34" red	Tu-22M3	Russian Air Force	Rzd	19may16	l/n Ryazan-Dyagilevo dec16
---	"35" red	Tu-22M3	Soviet Air Force			opb 840 tbat at Soltsy
---	"35" red	Tu-22M3	Russian Air Force	Akc	27jul97	
---	"36" red	Tu-22MR	Soviet Air Force	f/f	1988	the second prototype of the reconnaissance version; underwent trials with 929 GLITs at Akhtubinsk; photo exists; see c/n 4794234 ?
---	"36" red	Tu-22M3	Soviet Air Force			opb 840 tbat at Soltsy
---	"36" red	Tu-22M3	Russian Air Force	ph.	2012	with 'VVS Rossii' titles
---	"37" red	Tu-22M3	Russian Air Force	Bly	2011	
---	"37" red	Tu-22M3	Russian Air Force	Rzd	apr11	see RF-94145 c/n 32114523
---	"37" red	Tu-22M2	Soviet Air Force	IKT	06jul92	was used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09; c/n reported as 2426024, but that seems incorrect; scrapped oct09
---	"40" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"41" red	Tu-22M	Russian Air Force	VVO	19apr97	derelict
---	"41" red	Tu-22M3	Russian Air Force	ph.	09dec12	was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12
---	"42" red	Tu-22M3	Russian Navy	ph.	20aug95	opb 574 mrap at Lakhta
---	"42" blue	Tu-22M3	Russian Air Force	ph.	14sep12	at Ryazan-Dyagilevo; l/n jan13
---	"42" black	Tu-22M3	Russian Air Force	IKT	28aug07	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09; probably scrapped in mid-2010
---	"44" red	Tu-22M3	Russian Air Force	ph.	09dec12	was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12
---	"45" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"46" red	Tu-22M3	Soviet Air Force			opb 444 tbat at Vozdvizhenka
---	"46" red	Tu-22M3	Russian Air Force	Rzd	2012	photo
---	"46" red	Tu-22M3	Russian Navy	ph.	19apr07	at Mongokhto
---	"47" red	Tu-22M3	Soviet Air Force			opb 444 tbat at Vozdvizhenka
---	"49" red	Tu-22M3	Russian Navy	Osv	21aug05	
---	"50" red	Tu-22M0	Soviet Air Force	photo		opb 43 TsBP i PLS at Ryazan-Dyagilevo
---	"51" red	Tu-22M0	Soviet Air Force	photo		opb 43 TsBP i PLS at Ryazan-Dyagilevo; trf to Achinsk VATU, photo exists 1988, painted as "511"; disposed of after 1984
---	"52" red	Tu-22M2	Russian Air Force		jun98	and photo 21apr05 preserved at Shaikovka (N54.240048 E34.3775978); l/n sep08
---	"53" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"55" red	Tu-22M3	Russian Air Force	Bly	feb12	
---	"56" red	Tu-22M3	Russian Air Force	Bly	feb12	l/n oct13
---	"57" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"58" red	Tu-22M3	Russian Air Force	Bly	sep11	code on nose wheel door; l/n Byelaya jan14
---	"60" red	Tu-22M3	Soviet Air Force			opb 840 tbat at Soltsy
---	"60" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"60" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"60" red	Tu-22M3	Russian Air Force	photo		preserved at Ryazan-Dyagilevo 360 ARZ (N54.657481 E39.57171)
---	"64" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"66" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"68" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"72" red	Tu-22M	Russian Navy	VVO	19apr97	derelict
---	not known	Tu-22M2	Soviet Air Force			opb 1225 tbat; detached to 73 tbat at Ukrainka in summer 1988; w/o 20jul88 on a flight from Ukrainka when crashed, all 4 crew members (commander: Captain A.N. Lesnyak) were killed
---	not known	Tu-22M3	Russian Air Force			opb 52 tbat at Shaikovka; w/o 09aug08 on a bombing mission against targets in Western Georgia when was shot down by a Georgian "Osa-AK" SAM near Gori, 3 of the 4 crew killed and 1 seriously injured
---	not known	Tu-22M3	Russian Air Force		19aug23	at least one aircraft was destroyed in a Ukrainian UAV attack on Soltsy Air Base, near Novgorod this date
---	"72" red	Tu-22M1	Soviet Navy		aug73	opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino
---	"01" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry
---	"01" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stry; trf to 184 vbap at Priluki jul93
---	"02" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry
---	"02" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stry; trf to 184 vbap at Priluki jul93
---	"05" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry
---	"05" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stry; trf to 184 vbap at Priluki jul93
---	"06" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry
---	"06" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stry; trf to 184 vbap at Priluki jul93
---	"08" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry
---	"08" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stry; trf to 184 vbap at Priluki jul93
---	"09" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry
---	"09" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stry; trf to 184 vbap at Priluki jul93
---	"10" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stry
---	"10" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stry; trf to 184 vbap at Priluki jul93

---	"11" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stryy
---	"11" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
---	"21" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stryy
---	"21" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
---	"24" red	Tu-22M3	Soviet Air Force			opb 260 tbat at Stryy
---	"24" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
---	"30" red	Tu-22M2	Ukraine Air Force	Mkk	30apr99	I/n Mykolayiv-Kulbakino 27may02; possibly had a different code on the nose wheel door; a candidate is c/n 4149923

Tupolev Tu-95, Tu-96 and Tu-116

The Tu-95 is a strategic bomber with four giant NK-12 turboprop engines designed as a counterweight to the B-36 and B-52 bombers of the USAF. The first prototype made its first flight on 12 November 1952, and state trials were completed in August 1956. Series production started in 1955 at the Factory No. 18 at Kuibyshev (now Samara).

The Tu-95 replaced at first the Tu-4 and later also the M-4 and 3M in the long-range bombardment regiments. The newest version Tu-95MS is still in service today. Apart from its role as a bomber, the Tu-95 was used as a reconnaissance aircraft and a test-bed as well. The Tu-95 also served as the basis for the development of the Tu-114 airliner, the Tu-126 AWACS and the Tu-142 maritime patrol aircraft. We have included the Tu-95 as we can give a complete list of the early versions.

The Tu-116 was a VIP transport version of the strategic bomber Tu-95. It was developed for the Soviet leader Nikita Khrushchov who wanted to fly in a Soviet aircraft to New York to address the United Nation's General Assembly. As the Tu-114 was still under development in the mid 1950s, it was decided to derive a passenger version from the Tu-95 which had the necessary range. The Tu-116 was presented to the Soviet public under the designation Tu-114D (the real Tu-114D was the long-haul version of the Tu-114) in July 1958. In the event, Khrushchov flew to New York on the prototype of the Tu-114 in September 1959, thereby rendering the Tu-116 unnecessary. So both aircraft were handed over to long-range aviation regiments of the Soviet Air Force where they served as VIP transports until the spring of 1991. These two Tu-95s were converted on the assembly line to Tu-116 VIP transports for long distances. These aircraft retained the standard bomber fuselage to reduce weight and increase fuel capacity. The rear fuselage had a pressurised cabin, seating up to 24 passengers. Both have Tu-95 c/ns. The first flight took place on 23 April 1957, and state trials started in March 1958. However, the Tu-116 was not considered to be safe enough for Soviet leaders Khrushchov and Bulganin because of technical problems, and so it ended up in normal Air Force service. Instead the Tu-114 took over the task of VIP transport.

The sole Tu-96 high-altitude bomber (based on the Tu-95) built seemed to carry the c/n (?) 5836 and was coded "73". It was built by Factory No. 18 and completed in summer 1955, but the first flight took place only in 1956 because there were problems with the new TV-16 engines that could not be solved. The Tu-96 was used as a test-bed until the late 1950s.

Units mentioned below are the unit the aircraft was with in the mid 1980s.

The toc dates mentioned are the dates the aircraft was accepted by the Soviet Air Force.

3 Tu-95 prototypes built by Factory No. 156 at Moscow-Lefortovo from 1952 to 1955

95-1	not known	Tu-95	Tupolev OKB	f/f	11nov52	from Zhukovskii; the first prototype, with four 2TV-2F engines; construction started oct51; in Soviet Air Force c/s; w/o 11may53 on its 17th flight when the gear box of engine No. 3 failed, the engine caught fire and the aircraft crashed near Noginsk, 4 crew members (among them the commander, A.D. Pereyot) were killed
---	--	Tu-95	Tupolev OKB			the static test airframe; construction started oct51
95-2	not known	Tu-95	Tupolev OKB	f/f	16feb55	the second flying prototype; the airframe was basically completed nov52, but underwent modifications until jul54, while the TV-12 engines were delivered only in early 1955; in Soviet Air Force c/s; factory trials completed 20jan56; underwent state trials at Akhtubinsk may56/aug56; re-engined with NK-12 engines afterwards; t/t before conversion 369 hours 34 minutes and 224 cycles; converted by Factory No. 18 to a Tu-95LL in 1960
	"4807" black	Tu-95LL	Tupolev OKB			used as a test-bed for jet engines (the first one was the NK-6) by Tupolev's outlet ZhLiIDB at Zhukovskii; in Soviet Air Force c/s; on a photo with the large code "45" and small "4807"; wfu in late 1971 (its role as a test-bed was then taken over by Tu-142LL "4200"); ferried to Monino in the 1st half of 1972 and preserved in the Soviet/Russian Air Force museum (N55.832808 E38.184764) since, "4807" visible only on the left side of the fin, I/n oct23

99 Tu-95, Tu-95M, Tu-95K and Tu-116 built by Factory No. 18 at Kuibyshev-Bezymyanka from 1955 to 1961

The c/n consists of the year of manufacture, the factory code (8 for Factory No. 18 aircraft), the batch number and the number in the batch.

4 8 00001	not known	Tu-95K	Soviet Air Force	mfd	31oct55	converted to the Tu-95K prototype 01mar55/31oct55 and f/f as such 01jan56; toc 23jun56; underwent state trials at Akhtubinsk 04aug56/15oct56; opb 409 tbat at Uzin; opb 4 VAUSh at Chelyabinsk-Shagol in the 1970/1980s; photos exist 1976, with no code on the forward wheel doors
4 8 00002	not known	Tu-95	Soviet Air Force	mfd	31jul56	opb 1023 tbat at Semipalatinsk
5 8 0001	not known	Tu-95	Soviet Air Force	mfd	23jun56	opb 409 tbat at Uzin
5 8 0001	not known	Tu-95	Soviet Air Force	mfd	18feb56	opb 1023 tbat at Semipalatinsk
5 8 0003	not known	Tu-95	Soviet Air Force	mfd	31aug55	underwent state trials at Akhtubinsk may56/aug56; see c/n 6800403 the loss of which is also reported for this c/n
5 8 001 01	no code	Tu-95	Soviet Air Force	mfd	31aug55	underwent state trials at Akhtubinsk may56/aug56; the first Tu-95 which was modernised to Tu-95M standard; received NK-12M engines in 1956; converted by Factory No. 18 to the sole Tu-95N in 1957/58
	"6"	Tu-95N	Tupolev OKB			was to be used as a carrier aircraft for the Tsybin RS ramjet-powered supersonic strategic bomber project which was cancelled in 1958; probably the Tu-95 "301" which was stored with Tupolev's outlet ZhLiIDB at Zhukovskii in the 1960s and later based at Uzin, being used as a transport for large aircraft parts (among them of the Tu-160 prototypes) until the mid-1970s
5 8 001 02	not known	Tu-95	Soviet Air Force	mfd	30dec55	opb 409 tbat at Uzin
5 8 001 03	not known	Tu-95	Soviet Air Force	mfd	29feb56	opb 1023 tbat at Semipalatinsk
5 8 001 04	not known	Tu-95	Soviet Air Force	mfd	31mar56	opb 409 tbat at Uzin
5 8 001 05	not known	Tu-95	Soviet Air Force	mfd	13apr56	opb 409 tbat at Uzin
5 8 002 01	not known	Tu-95	Soviet Air Force	mfd	28mar56	opb 409 tbat at Uzin
5 8 002 03	not known	Tu-95	Soviet Air Force	mfd	16apr56	opb 1023 tbat at Semipalatinsk
5 8 002 04	not known	Tu-95	Soviet Air Force	mfd	apr56	opb 40 tbat at Ukrainka; was to be struck off charge and scrapped in 1989
5 8 002 05	not known	Tu-95	Soviet Air Force	mfd	31apr56	opb 1023 tbat at Semipalatinsk
5 8 003 01	not known	Tu-95	Soviet Air Force	mfd	31mar56	the date is given as such in Tupolev OKB documents; opb 1023 tbat at Semipalatinsk; reported as w/o 05oct76, but see c/n 6800306
5 8 003 02	not known	Tu-95	Soviet Air Force	mfd	23feb56	opb 1023 tbat at Semipalatinsk; underwent repetition static trials
	no code	Tu-95V	Soviet Air Force			opb 1023 tbat at Semipalatinsk; converted by OKB-156 at Zhukovskii to the sole Tu-95V (Tu-95-202) may56/sep56
	not known	Tu-95	Soviet Air Force			special version for dropping thermonuclear 'super bombs'; underwent trials until 1959; trf to 409 tbat at Uzin in 1959 when the test of the bomb was delayed, used for training; ferried to Olenya sep61; painted in white c/s with grey uppersides, carried a Red Star on the right side of the fin only; accompanied the nuclear bomb carriers during the tests 20sep61 and 02oct61, dropped a nuclear bomb 06oct61 and finally dropped the 58.6 megatonne thermonuclear 'super bomb' AN602 over Novaya Zemlya 30oct61
6 8 003 03	--	Tu-95	Tupolev OKB	mfd	apr56	probably demodified; is reported in some sources to have carried the fuselage of the Tu-144S dynamic test airframe line # 053 to Novosibirsk in the 1970s, but that does not seem to be correct (see there); opb 1023 tbat at Semipalatinsk until the mid-1980s; scrapped
6 8 003 04	not known	Tu-95	Tupolev OKB	mfd	25apr56	a static test airframe
6 8 003 05	not known	Tu-95	Soviet Air Force	mfd	may56	opb 1023 tbat at Semipalatinsk
6 8 003 06	not known	Tu-95	Soviet Air Force	mfd	05jul56	w/o 02sep59 (or 20sep59 ?) when crashed, details unknown, 7 crew members were killed
						opb 1023 tbat at Semipalatinsk; w/o 05oct76 on a training flight at night when had to divert to Alma-Ata due to poor weather at Semipalatinsk, dropped below the glide path and deviated from the approach pattern due to ATC error, collided with tree tops and power-lines 7,800 metres before the runway threshold and 3,650 metres to the left of the runway's extended centre-line, crashed and burnt out, all 7 crew members (commander: V.V. Maltsev) were killed
6 8 003 07	not known	Tu-95	Soviet Air Force	mfd	30sep56	opb 1023 tbat at Semipalatinsk
6 8 003 08	not known	Tu-95	Soviet Air Force	mfd	30sep56	opb 1023 tbat at Semipalatinsk
6 8 003 09	not known	Tu-95	Soviet Air Force	mfd	30dec56	opb 1023 tbat at Semipalatinsk
6 8 003 10	not known	Tu-95	Soviet Air Force	mfd	nov56	opb 409 tbat at Uzin; w/o 16mar57 when crashed at Uzin because of engine failure, all 8 crew members (commander: Captain Vladimir I. Podnebesov) plus 4 soldiers of 106 tbat on the ground were killed
6 8 004 01	not known	Tu-95	Soviet Air Force	mfd	30nov56	opb 409 tbat at Uzin
6 8 004 02	7801 CCCP-76462	Tu-116 Tu-116	Soviet Air Force Soviet AF/AFL c/s	f/f PRG	23apr57 1958	mfd 31may57; opb 1023 tbat at Semipalatinsk; underwent factory trials until 04oct57
						initially opb 1023 tbat at Semipalatinsk; seen Gross Döln (Templin) 16nov72; opb 40 tbat at Ukrainka as of 1989; was to be overhauled in 1989, but was struck off charge instead; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.290885 E48.234015) from 1989, seen aug93/sep23
6 8 004 03	not known	Tu-95	Soviet Air Force	mfd	30apr57	opb 409 tbat at Uzin; written off 26aug65 (or 25aug65 ?) on a low level flight over the Black Sea in the direction of Odessa when the rear fuel tanks exploded after anti-radar rounds were fired from the upper gun turret while flying a steep turn and the aircraft crashed on the coastline, all 7 or 8 crew members (commander: Major Aleksandr F. Ivanov) were killed - two aircraft crashed due to the same cause within three minutes, this loss is also reported for c/n 580003
6 8 004 04	not known	Tu-95K	Soviet Air Force	mfd	oct56	converted to the second Tu-95K; underwent state trials 04aug56/15oct56; opb 1006 tbat at Uzin; later converted to a Tu-95KM
7 8 004 05	not known	Tu-95	Soviet Air Force	mfd	30apr57	opb 1023 tbat at Semipalatinsk
7 8 004 06	not known	Tu-95	Soviet Air Force	mfd	31may57	opb 1023 tbat at Semipalatinsk

7 8 004 07	not known	Tu-95M	Soviet Air Force	mfd	31oct57	opb 409 tbap at Uzin	
7 8 004 08	not known	Tu-95M	Soviet Air Force	mfd	sep57	converted to the sole Tu-95LAL in 1959/61	
	not known	Tu-95LAL	Soviet Air Force			flying laboratory with a nuclear reactor on board; made 34 flights may61/aug61 until the programme was stopped; was stored on an airfield near Semipalatinsk for several years; was used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAU) at the civil airfield from the early 1970s; scrapped in the late 1980s	
7 8 004 09	7802	Tu-116	Soviet Air Force	f/f	03jun57	mfd sep57; opb 409 tbap at Uzin; started state trials mar58	
7 8 004 10	CCCP-76463	Tu-116	Soviet AF/AFL c/s	rgd	1958	completed state trials 25jul58; opb 409 tbap at Uzin; wfu apr91; scrapped at Uzin	
	not known	Tu-95M	Soviet Air Force	f/f	31dec57	used for check trials in 1958; opb 409 tbap at Uzin; converted by Factory No. 18 to a Tu-95MR-2	
	"68" red	Tu-95MR-2	Soviet Air Force		12nov64	code not confirmed for this c/n, but there is a photo of a Tu-95MR-2 "68" red and as c/n 7800410 was converted to Tu-95U "68" red by an ARZ in the late 1980s the tie-up is likely; in grey c/s with white undersides	
						probably based at Ryazan-Dyagilevo; in grey c/s with white undersides, c/n checked; scrapped at Ulyanovsk in 1992	
7 8 004 10	not known	Tu-95U	Soviet Air Force	ULV	09sep92	used for check trials in 1958; opb 409 tbap at Uzin; converted by 1992	
7 8 004 11	--	Tu-95M	Soviet Air Force	mfd	31dec57	a static test airframe	
7 8 005 01	not known	Tu-95M	Soviet Air Force	mfd	1957	opb 1023 tbap at Semipalatinsk; converted to a Tu-95MR-2 in the mid-1960s	
	not known	Tu-95MR-2	Soviet Air Force			converted by an ARZ to a Tu-95U in the late 1980s	
	not known	Tu-95U	Soviet Air Force			based possibly at Ryazan; wfu in the early 1990s	
7 8 005 02	not known	Tu-95M	Soviet Air Force	mfd	30apr58	opb 1023 tbap at Semipalatinsk; converted to a Tu-95MR-2 in the mid-1960s	
	not known	Tu-95MR-2	Soviet Air Force			converted by an ARZ to a Tu-95U in the late 1980s	
	not known	Tu-95U	Soviet Air Force			based possibly at Ryazan; wfu in the early 1990s	
7 8 005 03	not known	Tu-95M	Soviet Air Force	mfd	28feb58	opb 409 tbap at Uzin	
	"51" red	Tu-95M	Ukraine Air Force	Uzn	22may04	preserved at Uzyn, seen may04/aug21, with faded markings	
7 8 005 04	not known	Tu-95M	Soviet Air Force	mfd	dec57	opb 409 tbap at Uzin; written off 26aug65 (or 25aug65 ?) on a low level flight over the Black Sea in the direction of Odessa when the rear fuel tanks exploded after anti-radar rounds were fired from the upper gun turret while flying a steep turn and the aircraft crashed into the sea, all 7 or 8 crew members (commander: Lieutenant-Colonel Iosif A. Tropynin) were killed - two aircraft crashed due to the same cause within three minutes	
7 8 005 05	not known	Tu-95M	Soviet Air Force	mfd	21may58	opb 409 tbap at Uzin	
7 8 005 06	not known	Tu-95M	Soviet Air Force	mfd	06feb58	opb 409 tbap at Uzin; converted to a Tu-95MR in the mid-1960s	
	not known	Tu-95MR	Soviet Air Force			without aerial refuelling rod; converted by an ARZ to a Tu-95U in the late 1980s	
	not known	Tu-95U	Soviet Air Force			based possibly at Ryazan; wfu in early 1990s	
7 8 005 07	not known	Tu-95M	Soviet Air Force	mfd	31may58	opb 409 tbap at Uzin	
8 8 005 08	not known	Tu-95M	Soviet Air Force	mfd	30jul58	opb 1023 tbap at Semipalatinsk	
8 8 005 09	not known	Tu-95M	Soviet Air Force	mfd	apr58	opb 409 tbap at Uzin	
8 8 005 10	not known	Tu-95M	Soviet Air Force	mfd	may58	opb 409 tbap at Uzin; converted to the first Tu-95RTs in 1961/62	
	"15" black(1)	Tu-95RTs	Soviet Navy	f/f	21sep62	did not have the aerial refuelling system; opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)	
8 8 006 01	"16" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 1 ae 392 odrap at Fedotovo-Kipelovo; trf to Nikolayev	
	not known	Tu-95M	Soviet Air Force	mfd	jun58	opb 409 tbap at Uzin; converted to a Tu-95M-5 (with two K5R-5 cruise missiles) by Factory No. 18 oct73/oct76, made 32 flights (32 hours) as such until the programme was stopped in may77; converted to a Tu-95M-55 (with six Kh-55 cruise missiles) at Zhukovski jul77/jul78	
						was on charge of 409 tbap at Uzin; w/o 28jan82 on take-off from Zhukovski for a test flight when crashed as the wing and the stabiliser had suffered from icing while the aircraft was taxiing, all 10 crew members (commander: Captain Nikolai Ye. Kulchitski) were killed; t/t as a Tu-95M-55 656 hours and 106 cycles	
8 8 006 02	not known	Tu-95M	Soviet Air Force	mfd	17jun58	opb 1023 tbap at Semipalatinsk	
8 8 006 03	not known	Tu-95M	Soviet Air Force	mfd	01sep58	opb 409 tbap at Uzin	
8 8 006 04	not known	Tu-95M	Soviet Air Force	mfd	30sep58	opb 409 tbap at Uzin	
8 8 006 05	"57" red	Tu-95M	Soviet Air Force	mfd	31dec58	opb 409 tbap at Uzin; photo in the book "Soviet Strategic Aviation in the Cold War"	
8 8 020 04	not known	Tu-95K	Soviet Air Force	mfd	aug59	the first series production Tu-95K, completed already mar58; underwent trials at Akhtubinsk; w/o 05jan63 when crashed, details unknown, all 7 crew members were killed	
8 8 020 05	not known	Tu-95K	Soviet Air Force	mfd	31jul59	opb 182 tbap at Mozdok; converted to Tu-95KM and later to a Tu-95K-22	
8 8 020 06	not known	Tu-95K	Soviet Air Force	mfd	31jul59	opb 1006 tbap at Uzin; converted to Tu-95KM and later to a Tu-95K-22	
9 8 020 07	not known	Tu-95K	Soviet Air Force	mfd	30sep59	opb 1006 tbap at Uzin	
9 8 020 08	"12"	Tu-95K	Soviet Air Force	mfd	31aug59	opb 1006 tbap at Uzin; converted to Tu-95KM and later to a Tu-95K-22; a photo exists taken in 1974	
9 8 020 09	not known	Tu-95K	Soviet Air Force	mfd	30jan60	opb 182 tbap at Mozdok	
9 8 020 10	not known	Tu-95K	Soviet Air Force	mfd	jul59	opb 182 tbap at Mozdok; w/o 26aug77 on a formation training flight when collided with Tu-95K c/n 60802301 of the same unit while flying a turn near the Aral Sea, went out of control and crashed, all 10 crew members (commander: 1st Lieutenant Anatoli V. Bibishev) were killed	
9 8 021 01	not known	Tu-95K	Soviet Air Force	mfd	31aug59	opb 182 tbap at Mozdok; converted to Tu-95KM and later to a Tu-95K-22	
9 8 021 02	not known	Tu-95K	Soviet Air Force	mfd	30sep59	opb 182 tbap at Mozdok	
9 8 021 03	not known	Tu-95K	Soviet Air Force	mfd	26sep59	opb 1006 tbap at Uzin; converted to a Tu-95KM (Tu-95KD) by Factory No. 18 may61, f/f as such 05jul61; later converted to a Tu-95K-22	
						version reported as such; opb 79 tbap at Ukrainka, reported as '4'; was to be overhauled in 1989	
9 8 021 04	not known	Tu-95K	Soviet Air Force	mfd	30sep59	opb 182 tbap at Mozdok; converted to a Tu-95KM and later to a Tu-95K-22	
9 8 021 05	not known	Tu-95K	Soviet Air Force	mfd	31oct59	opb 182 tbap at Mozdok	
9 8 021 06	not known	Tu-95K	Soviet Air Force	mfd	31oct59	opb 182 tbap at Mozdok	
	not known	Tu-95K	Soviet Air Force			opb 79 tbap at Ukrainka, reported as '8'; was to be overhauled in 1989	
9 8 021 07	not known	Tu-95K	Soviet Air Force	mfd	31oct59	opb 1006 tbap Uzin; converted to a Tu-95KM and later to a Tu-95K-22	
9 8 021 08	not known	Tu-95K	Soviet Air Force	mfd	30nov59	opb 1226 tbap at Semipalatinsk; converted to Tu-95KM and later to a Tu-95K-22	
9 8 021 09	not known	Tu-95K	Soviet Air Force	mfd	30dec59	opb 1006 tbap at Uzin; converted to a Tu-95KM and later to a Tu-95K-22	
9 8 021 10	not known	Tu-95K	Soviet Air Force	mfd	30dec59	opb 182 tbap at Mozdok; converted to a Tu-95KM and later to a Tu-95K-22	
9 8 022 01	not known	Tu-95K	Soviet Air Force	mfd	31dec59	opb 1006 tbap at Uzin	
9 8 022 02	not known	Tu-95K	Soviet Air Force	mfd	31dec59	opb 1226 tbap at Semipalatinsk; converted to a Tu-95KM and later to a Tu-95K-22	
9 8 022 03	not known	Tu-95K	Soviet Air Force	mfd	30jan60	opb 1006 tbap at Uzin; converted to a Tu-95KM and later to a Tu-95K-22	
	not known	Tu-95K-22	Soviet Air Force			opb 40 tbap at Ukrainka, reported as '2'; was to be overhauled in 1989	
	22 04	--	Tu-95K	Tupolev OKB	mfd	1960	a static test airframe
	22 05	not known	Tu-95K	Soviet Air Force	mfd	29feb60	opb 1226 tbap at Semipalatinsk; converted to a Tu-95KM and later to a Tu-95K-22
60 8 022 06	not known	Tu-95K	Soviet Air Force	mfd	31mar60	opb 1006 tbap at Uzin; converted to a Tu-95KM and later to a Tu-95K-22	
60 8 022 07	not known	Tu-95K	Soviet Air Force	mfd	08mar60	opb 182 tbap at Mozdok; converted to the first Tu-22KM and later to a Tu-95K-22	
60 8 022 08	not known	Tu-95K	Soviet Air Force	mfd	24oct60	opb 182 tbap at Mozdok; converted to a Tu-95KM and later to a Tu-95K-22	
	not known	Tu-95K-22	Soviet Air Force			opb 40 tbap at Ukrainka, reported as '6'; was to be overhauled in 1989	
60 8 022 09	not known	Tu-95K	Soviet Air Force	mfd	30sep60	opb 182 tbap at Mozdok; w/o 24dec87 on a training flight from Mozdok in poor weather at night when engines Nos. 3, 2 and 4 failed at a height of some 400 metres after their de-icing systems had been switched on, 5 of the 8 crew members bailed out and survived while the pilots tried to perform a forced landing in a ploughed field, but the aircraft was destroyed and the 3 crew members who had remained on board (among them the commander, Major Aleksandr P. Bugayev) were killed	
60 8 022 10	not known	Tu-95K	Soviet Air Force	mfd	31oct60	opb 182 tbap at Mozdok	
60 8 023 01	not known	Tu-95K	Soviet Air Force	mfd	30sep60	opb 182 tbap at Mozdok; w/o 26aug77 on a formation training flight when collided with Tu-95K c/n 9802010 of the same unit while flying a turn near the Aral Sea, went out of control and crashed, all 9 crew members (commander: 1st Lieutenant Pavel F. Popov) were killed	
60 8 023 02	not known	Tu-95K	Soviet Air Force	mfd	30sep60	opb 1226 tbap at Semipalatinsk; converted to a Tu-95KM and later to a Tu-95K-22	
60 8 023 03	not known	Tu-95K	Soviet Air Force	mfd	30sep60	opb 1006 tbap at Uzin; converted to a Tu-95KM and later to a Tu-95K-22	
60 8 023 04	not known	Tu-95K	Soviet Air Force	mfd	30oct60	opb 182 tbap at Mozdok	
60 8 023 05	not known	Tu-95K	Soviet Air Force	mfd	18nov60	opb 1226 tbap at Semipalatinsk; converted to a Tu-95KM and later to a Tu-95K-22	
60 8 023 06	not known	Tu-95K	Soviet Air Force	mfd	12dec60	opb 182 tbap at Mozdok	
60 8 023 07	not known	Tu-95K	Soviet Air Force	mfd	12dec60	opb 182 tbap at Mozdok	
	"35" red	Tu-95K	Soviet Air Force	Rzd	28jun02	preserved in the base museum at Ryazan-Dyagilevo (N54.651443 E39.584802), seen jun02/aug15	
60 8 023 08	not known	Tu-95K	Soviet Air Force	mfd	dec60	opb 1226 tbap at Semipalatinsk	
60 8 023 09	not known	Tu-95K	Soviet Air Force	mfd	30nov60	opb 1226 tbap at Semipalatinsk; converted to a Tu-95KM and later to a Tu-95K-22	
60 8 023 10	not known	Tu-95K	Soviet Air Force	mfd	30nov60	opb 1226 tbap at Semipalatinsk	
60 8 024 01	not known	Tu-95K	Soviet Air Force	mfd	30nov60	opb 1226 tbap at Semipalatinsk; converted to a Tu-95KM and later to a Tu-95K-22	
61 8 024 02	not known	Tu-95K	Soviet Air Force	mfd	31may61	opb 182 tbap at Mozdok; converted to a Tu-95KM and later to a Tu-95K-22	
61 8 024 03	not known	Tu-95K	Soviet Air Force	mfd	31may61	opb 1006 tbap at Uzin; converted to a Tu-95KM and later to a Tu-95K-22	
61 8 024 04	not known	Tu-95K	Soviet Air Force	mfd	31may61	opb 1226 tbap at Semipalatinsk; converted to a Tu-95KM and later to a Tu-95K-22	
61 8 024 05	not known	Tu-95K	Soviet Air Force	mfd	30jun61	opb 1006 tbap at Uzin	
	"36" red	Tu-95K	Soviet Air Force	ULV	09sep92	c/n checked; scrapped at Ulyanovsk in 1992	
61 8 024 06	not known	Tu-95K	Soviet Air Force	mfd	30sep61	opb 1226 tbap at Semipalatinsk; converted to a Tu-95KM and later to a Tu-95K-22	
61 8 024 07	not known	Tu-95K	Soviet Air Force	mfd	30sep61	opb 1226 tbap at Semipalatinsk	
61 8 024 08	not known	Tu-95K	Soviet Air Force	mfd	30sep61	opb 1226 tbap at Semipalatinsk	
61 8 024 09	not known	Tu-95K	Soviet Air Force	mfd	31oct61	opb 1226 tbap at Semipalatinsk	
61 8 024 10	not known	Tu-95K	Soviet Air Force	mfd	30nov61	opb 1006 tbap at Uzin	
61 8 025 01	not known	Tu-95K	Soviet Air Force	mfd	dec61	opb 1226 tbap at Semipalatinsk	
---	not known	Tu-95	Soviet Air Force			opb 409 tbap at Uzin; w/o aug58 when crashed near Kuibyshev, 3 of the crew members were killed while the others (among them the commander) survived	
						opb military unit 06679; damaged 27may66 during a formation flight with an M-4-II of military unit 45172 when came too close to the M-4 and collided with it, suffering damage to the fin and stabiliser, but both aircraft managed to land safely (commander: Lieutenant-Colonel Gershunenkov)	
---	not known	Tu-95K	Soviet Air Force			opb 1226 tbap at Semipalatinsk; w/o 28sep84 on a traing flight at night when had to divert to Zhana-Semei due to poor weather at Semipalatinsk, dropped below the glide path, came in too fast and touched down on the nose gear, the cockpit broke off while the fuselage bounced and came to rest to the left of the runway, broke up and caught fire, 2 of the crew members were killed while the others (among them the commander, Major V.A. Polozhi) survived	

---	not known	Tu-95K	Soviet Air Force			opb 79 tbap at Ukrainka; w/o 12oct85 on a training flight from Ukrainka when the propeller of engine No. 2 was feathered by mistake (the engine had not caught fire as the navigator had supposed) and the propeller of engine No. 1 was feathered by the flight technician as well by mistake so that the aircraft lost height and speed, stalled and crashed, 1 of the 7 crew members managed to bail out in time while the other 6 (among them the commander, Major V.L. Sharnin) were killed
---	"65" red	Tu-95MR-2	Soviet Air Force		photo	in grey c/s with white undersides; seen with 43 TsBP DA at Ryazan-Dyagilevo in 1989/90
---	"69" red	Tu-95MR-2	Soviet Air Force		photo	in grey c/s with white undersides
---	"70" red	Tu-95MR-2	Soviet Air Force		photo	in grey c/s with white undersides; seen with 43 TsBP DA at Ryazan-Dyagilevo in 1989/90

23 Tu-95KM built by Factory No. 18 at Kuibyshev-Bezymyanka from 1962 to 1965

The c/n consists of the year of manufacture, the factory code (M for Factory No. 18 aircraft), the type code (5 for Tu-95KM), the batch number and the number in the batch.

62 M5 25 02	not known	Tu-95KM	Soviet Air Force	mfd	1962	the first series production Tu-95KM; opb 1226 tbap at Semipalatinsk; converted to a Tu-95K-22 opb 1226 tbap at Semipalatinsk; converted to a Tu-95K-22 was to be overhauled by 148 ARZ at Bila Tserkva (Ukraine); came under Russian jurisdiction in 1992, and the overhaul was stopped; sat wfu in 148 ARZ at Bila Tserkva, seen may98 (was also read as "302" red may98/apr99); scrapped at Bila Tserkva 07dec00
62 M5 25 03	not known "02" red	Tu-95KM Tu-95K-22	Soviet Air Force Soviet Air Force	mfd	30nov62	
62 M5 25 04	not known	Tu-95KM	Soviet Air Force	mfd	30jun62	opb 1006 tbap at Uzin; converted to a Tu-95K-22 opb 1226 tbap at Semipalatinsk; converted to a Tu-95K-22
62 M5 25 05	not known "02" red	Tu-95KM Tu-95K-22	Soviet Air Force Soviet Air Force	mfd	30nov62	
62 M5 25 06	not known	Tu-95KM	Soviet Air Force	mfd	26jun62	opb 1006 tbap at Uzin; converted to a Tu-95K-22
62 M5 25 07	not known	Tu-95KM	Soviet Air Force	mfd	24apr62	opb 1226 tbap at Semipalatinsk; converted to a Tu-95K-22
62 M5 25 08	not known	Tu-95KM	Soviet Air Force	mfd	31aug62	opb 1006 tbap at Uzin; converted to a Tu-95K-22
62 M5 25 09	not known	Tu-95KM	Soviet Air Force	mfd	29sep62	opb 1226 tbap at Semipalatinsk; converted to a Tu-95K-22
62 M5 25 10	not known	Tu-95KM	Soviet Air Force	mfd	30dec62	opb 1006 tbap at Uzin; converted to a Tu-95K-22
62 M5 26 01	not known	Tu-95KM	Soviet Air Force	mfd	30dec62	opb 1226 tbap at Semipalatinsk; converted to a Tu-95K-22
63 M5 26 02	"20" red "05" red	Tu-95KM Tu-95K-22	Soviet Air Force Soviet Air Force	mfd	28feb63	opb 1226 tbap at Semipalatinsk; converted to a Tu-95K-22 was to be overhauled by 148 ARZ at Bila Tserkva (Ukraine); came under Russian jurisdiction in 1992, and the overhaul was stopped; sat wfu in 148 ARZ at Bila Tserkva, seen may98/jul98; scrapped at Bila Tserkva 08dec00
63 M5 26 03	not known	Tu-95KM	Soviet Air Force	mfd	31mar63	opb 182 tbap at Mozdok; converted to a Tu-95K-22
63 M5 26 04	not known	Tu-95KM	Soviet Air Force	mfd	30apr63	opb 182 tbap at Mozdok; converted to a Tu-95K-22
63 M5 26 05	not known	Tu-95KM	Soviet Air Force	mfd	29jun63	opb 182 tbap at Mozdok; converted to a Tu-95K-22
63 M5 26 06	not known	Tu-95KM	Soviet Air Force	mfd	31aug63	opb 1006 tbap at Uzin; converted to a Tu-95K-22
63 M5 26 07	not known	Tu-95KM	Soviet Air Force	mfd	1963	initially used for tests of cruise missiles; later converted to a carrier aircraft for the Mikoyan 105.11 lifting body (8 droppings between 27nov77 and 04sep78 at the GNIKI VVS at Vladimirovka); scrapped
63 M5 26 08	not known	Tu-95KM	Soviet Air Force	mfd	30dec63	opb 1006 tbap at Uzin; converted to the first Tu-95K-22 by Factory No. 18 starting may74, f/f as such 30oct75
63 M5 26 09	not known	Tu-95KM	Soviet Air Force	mfd	30dec63	opb 182 tbap at Mozdok; converted to a Tu-95K-22
63 M5 26 10	not known "53" red	Tu-95KM Tu-95K-22	Soviet Air Force Soviet Air Force	mfd	20oct64	opb 182 tbap at Mozdok; converted to a Tu-95K-22
				Eng	aug03	equipped with a number of aeralos on the rear fuselage which do not seem to be standard; opb 79 tbap at Ukrainka; in natural metal c/s with blue spinner tips; arrived at Engels from Ukrainka for preservation 31jul00; preserved in the long-range aviation museum at Engels (N51.474499 E46.189459), seen aug03/aug17
64 M5 27 01	not known	Tu-95KM	Soviet Air Force	mfd	25nov64	opb 1006 tbap at Uzin; converted to a Tu-95K-22
64 M5 27 02	not known	Tu-95KM	Soviet Air Force	mfd	30dec64	opb 1226 tbap at Semipalatinsk; converted to a Tu-95K-22
64 M5 27 03	not known	Tu-95KM	Soviet Air Force	mfd	28mar65	opb 182 tbap at Mozdok; converted to a Tu-95K-22
64 M5 27 04	not known	Tu-95KM	Soviet Air Force	mfd	02jul65	opb 182 tbap at Mozdok; converted to a Tu-95K-22
---	not known	Tu-95KM	Soviet Air Force			opb 182 tbap at Mozdok; w/o 15may84 on a training flight from Mozdok when crashed, 2 of the crew members were killed while the others (among them the commander) survived

52 Tu-95RTs built by Factory No. 18 at Kuibyshev-Bezymyanka from 1963 to 1969

The c/n consists of the year of manufacture, the factory code (M for Factory No. 18 aircraft), the type code (RTs for Tu-95RTs), the batch number and the number in the batch.

63 MRTs 001	"01" black ?	Tu-95RTs	Soviet Navy	mfd	1963	code not confirmed (either "01", "02" or "03", but "01" looks most logical); opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
63 MRTs 002	"30" black "02" black ?	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	r/r	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
63 MRTs 003	"20" black "03" black ?	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	r/r	1969	code not confirmed (either "01", "02" or "03", but "02" looks most logical); opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
	not known	Tu-95RTs	Soviet Navy	r/r	1969	opb 2 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
64 MRTs 101	"0." black "21" black	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	mfd	1964	code not confirmed (either "01", "02" or "03", but "03" looks most logical); opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
64 MRTs 102	"0." black "39" black	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	r/r	1969	opb 392 odrap at Fedotovo-Kipelovo; w/o 03sep71 when the commander of the regiment (Colonel Ivan F. Gladkov) wanted to land at his home base Kipelovo at night in fog although he had been ordered to divert to a reserve airfield, but the aircraft crashed 200 metres from Kochergino village (1 km before the northern runway threshold), all 11 crew members were killed
64 MRTs 103	"0." black "32" black	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	mfd	1964	opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
64 MRTs 104	"0." black "22" black	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	r/r	1969	opb 2 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 105	not known	Tu-95RTs	Soviet Navy	mfd	apr65	opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
65 MRTs 106	not known	Tu-95RTs	Soviet Navy	mfd	apr65	opb 3 ae 392 odrap at Fedotovo-Kipelovo; was still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
65 MRTs 107	"25" black	Tu-95RTs	Soviet Navy	mfd	1965	opb 392 odrap at Fedotovo-Kipelovo; photo at Luanda in the late 1970s; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 201	"14" black	Tu-95RTs	Soviet Navy	mfd	1965	opb 304 odrap VMF at Khorol
65 MRTs 202	"13" black "34" black	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	mfd	1965	opb 304 odrap VMF at Khorol; w/o 10jan78 on a flight from Khorol at night in support of the launch of the "Soyuz 27" spacecraft when encountered storm fronts with high turbulence east of Japan and climbed from 8,400 metres in order to get above the fronts, but probably stalled and crashed into the ocean, all 10 crew members (commander: Major G.P. Veishnerovich) were killed
65 MRTs 203	"23" black	Tu-95RTs	Soviet Navy	mfd	sep65	opb 2 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 204	not known	Tu-95RTs	Soviet Navy	mfd	oct65	opb 1 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 205	not known	Tu-95RTs	Soviet Navy	mfd	nov65	opb 392 odrap at Fedotovo-Kipelovo; on a photo at Fedotovo-Kipelovo in 1983; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 206	not known	Tu-95RTs	Soviet Navy	mfd	1965	opb 2 ae 392 odrap at Fedotovo-Kipelovo; on a photo at Luanda in the late 1970s; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 207	not known	Tu-95RTs	Soviet Navy	mfd	1965	opb 1 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
66 MRTs 208	not known	Tu-95RTs	Soviet Navy	mfd	feb66	opb 392 odrap at Fedotovo-Kipelovo
66 MRTs 209	"11" black(1)	Tu-95RTs	Soviet Navy	mfd	apr66	opb 3 ae 392 odrap at Fedotovo-Kipelovo; on a photo at Fedotovo-Kipelovo in 1983; scrapped at Fedotovo-Kipelovo in the early 1990s
66 MRTs 210	"15" black(2) "26" black	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	r/r	1969	opb 2 ae 392 odrap at Fedotovo-Kipelovo; photo at Luanda in the late 1970s; scrapped at Fedotovo-Kipelovo in the early 1990s
66 MRTs 301	not known	Tu-95RTs	Soviet Navy	mfd	may66	opb 304 odrap VMF at Khorol
66 MRTs 302	not known	Tu-95RTs	Soviet Navy	mfd	jun66	opb 392 odrap at Fedotovo-Kipelovo; damaged during aerial refuelling training near Engels jun68 when the hose of the tanker broke and the conus damaged the propellers of engine No. 3, the crew managed to land safely at Engels
66 MRTs 303	not known	Tu-95RTs	Soviet Navy	mfd	jul66	opb 1 ae 392 odrap at Fedotovo-Kipelovo; was still on strength of the unit in 1993
66 MRTs 304	"37" black	Tu-95RTs	Soviet Navy	mfd	aug66	opb 2 ae 392 odrap at Fedotovo-Kipelovo; made the last flight of a Tu-95RTs of 392 odrap 01jun93 (from Ostrov); scrapped at Ostrov in the early 1990s
66 MRTs 305	"10" black	Tu-95RTs	Soviet Navy	mfd	sep66	opb 304 odrap VMF at Khorol
66 MRTs 306	"11" black(2)	Tu-95RTs	Soviet Navy	mfd	nov66	opb 304 odrap VMF at Khorol
66 MRTs 307	"12" black	Tu-95RTs	Soviet Navy	mfd	dec66	opb 304 odrap VMF at Khorol
67 MRTs 308	not known	Tu-95RTs	Soviet Navy	mfd	1967	opb 3 ae 392 odrap at Fedotovo-Kipelovo; w/o 04aug76 on a positioning flight from Havana (Cuba) to Olenya when probably entered wake turbulence while climbing from 8,700 metres to 9,000 metres off Newfoundland, stalled, entered a flat spin and crashed into the Atlantic Ocean, all 12 crew members (commander: Major A.I. Krasnoselskikh) were killed; the wreckage was found by the Soviet Navy rescue vessel "Vladimir Trefolev" at a depth of 43 metres 18sep76
67 MRTs 309	not known	Tu-95RTs	Soviet Navy	mfd	1967	opb 1 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
67 MRTs 310	"33" black	Tu-95RTs	Soviet Navy	mfd	1967	opb 1 ae 392 odrap at Fedotovo-Kipelovo; on a photo at Luanda in the late 1970s; scrapped at Fedotovo-Kipelovo in the early 1990s

67 MRTs 401	"31" black(1)	Tu-95RTs	Soviet Navy	mfd	1967	opb 3 ae 392 odrap at Fedotovo-Kipelovo; w/o 15jan71 on a patrol flight from Kipelovo at night when an engine caught fire, 7 minutes after the report that the fire had been extinguished the aircraft went out of control and crashed into the Barents Sea near Bear Island, all 12 crew members (commander: Captain A. Rastyapin) were killed, possibly a propeller blade had come off and punctured the fuselage, leading to sudden decompression
67 MRTs 402	not known	Tu-95RTs	Soviet Navy	mfd	1967	opb 304 odrap VMF at Khorol
67 MRTs 403	not known	Tu-95RTs	Soviet Navy	mfd	1967	opb 304 odrap VMF at Khorol
67 MRTs 404	not known	Tu-95RTs	Soviet Navy	mfd	1967	opb 304 odrap VMF at Khorol
67 MRTs 405	not known	Tu-95RTs	Soviet Navy	mfd	1967	opb 304 odrap VMF at Khorol
67 MRTs 406	"35" black	Tu-95RTs	Soviet Navy	mfd	1967	opb 3 ae 392 odrap at Fedotovo-Kipelovo; on a photo off the Virginian coast 26jan82; was still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
67 MRTs 407	not known	Tu-95RTs	Soviet Navy	mfd	1967	opb 304 odrap VMF at Khorol
68 MRTs 408	"28" black	Tu-95RTs	Soviet Navy	mfd	1968	opb 2 ae 392 odrap at Fedotovo-Kipelovo; was still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
68 MRTs 409	"17" black	Tu-95RTs	Soviet Navy	mfd	1968	opb 1 ae 392 odrap at Fedotovo-Kipelovo; was still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
68 MRTs 410	not known	Tu-95RTs	Soviet Navy	mfd	1968	opb 304 odrap VMF at Khorol
68 MRTs 501	not known	Tu-95RTs	Soviet Navy	mfd	1968	opb 304 odrap VMF at Khorol
68 MRTs 502	not known	Tu-95RTs	Soviet Navy	mfd	1968	opb 304 odrap VMF at Khorol
68 MRTs 503	not known	Tu-95RTs	Soviet Navy	mfd	1968	opb 304 odrap VMF at Khorol
68 MRTs 504	"36" black	Tu-95RTs	Soviet Navy	mfd	1968	opb 3 ae 392 odrap at Fedotovo-Kipelovo; was still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
68 MRTs 505	not known	Tu-95RTs	Soviet Navy	mfd	1968	opb 392 odrap VMF at Kipelovo
68 MRTs 506	"24" black	Tu-95RTs	Soviet Navy	mfd	1968	opb 2 ae 392 odrap at Fedotovo-Kipelovo; was still on strength of the unit in 1993; l/n Ostrov sep93; scrapped at Ostrov in the early 1990s
68 MRTs 507	"18" black	Tu-95RTs	Soviet Navy	mfd	1968	opb 1 ae 392 odrap at Fedotovo-Kipelovo; on a photo at Ostrov in 1991; was still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
69 MRTs 508	not known	Tu-95RTs	Soviet Navy	mfd	1969	opb 304 odrap VMF at Khorol
69 MRTs 509	not known	Tu-95RTs	Soviet Navy	mfd	1969	opb 304 odrap VMF at Khorol
69 MRTs 510	not known	Tu-95RTs	Soviet Navy	mfd	1969	opb 304 odrap VMF at Khorol
69 MRTs 601	"38" black	Tu-95RTs	Soviet Navy	mfd	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; was still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
69 MRTs 602	"19" black	Tu-95RTs	Soviet Navy	mfd	1969	opb 1 ae 392 odrap at Fedotovo-Kipelovo; was the last Tu-95RTs delivered to 392 odrap; was still on strength of the unit in 1993s scrapped at Ostrov in the early 1990s

Tu-95RTs with unknown c/ns include

---	not known "06" black	Tu-95RTs Tu-95RTs	OKB Tupolev Soviet Navy	toc	05nov64	underwent trials with the NII opb 392 odrap at Severomorsk-1; was the first Tu-95RTs of the unit; was low on hours when transferred and hence was used as a ground trainer only; made its only flight while on strength of 392 odrap (and at the same time its last flight ever) when the unit relocated from Severomorsk-1 to Fedotovo-Kipelovo in summer 1965; disassembled and transported by a barge from Sheksna to Vyborg; used as a ground instructional airframe by ShMAS VMF at Vyborg
---	"27" black	Tu-95RTs	Soviet Navy			opb 2 ae 392 odrap at Fedotovo-Kipelovo; w/o in the early hours of 25jan84 on a positioning flight from Olenya to San Antonio (Cuba) when took off at night with the centre of gravity out of the envelope (too far aft) and the crew retracted the landing gear and the flaps too early so that the aircraft stalled at a height of some 350 metres, entered a flat spin and crashed, all 7 crew members (commander: Major V.K. Vymyatyn) were killed
---	"31" black(2)	Tu-95RTs	Soviet Navy			with a longer tail and a SPS-100A "Rezeda-A" jammer; opb 3 ae 392 odrap at Fedotovo-Kipelovo; trf to Nikolayev
---	not known	Tu-95RTs	Soviet Navy			opb 169 sap VVS TOF at Cam Ranh (Vietnam); w/o 13feb85 on a patrol flight from Cam Ranh over the South China Sea at night when probably engine No. 3 or No. 4 failed and the propeller did not feather so that the aircraft banked to the right, went out of control and crashed into the sea, all 9 crew members (commander: Major S.D. Krivenko) were killed
---	not known	Tu-95RTs	Soviet Navy			opb 304 odrap VVS TOF at Knevichi; w/o 25aug86 on take-off from Knevichi for a patrol flight when the rudder moved to the extreme left position 2 minutes 47 seconds after lift-off at a height of some 500 metres so that the aircraft banked to the left, lost height and crashed into a slope of Mount Kirsanovskaya 10 km from the airfield, 10 of the 11 crew members (among them the commander, Major Sergei A. Stolyarov) were killed while an ELINT operator managed to bail out at a height of 200-250 metres and survived

Post-1969 Tu-95MS production

The Tu-95 re-entered production in 1981 as the Tu-95MS. This modified version based on the Tu-142 (sic) was capable to carry either 6 (Tu-95MS-6) or 16 (Tu-95MS-16) Kh-55 cruise missiles. Initial production was at TANTK im. Berieva at Taganrog-Yuzhny from 1981 to 1984, but in late 1982 it was transferred to Factory No. 18 at Kuibyshev again, where it continued until 1992 (the production line was scrapped in 1995).

Both factories built a total of 31 Tu-95MS-6s and 57 Tu-95MS-16s. The construction numbers seem to end with the famous five-digit computer numbers. Known deliveries are as follows: 20 delivered to 1023 tbap in 1982/83, 20 delivered to 1226 tbap in 1984/85, 20 delivered to 1006 tbap in 1986/87, 18 of a planned 25 delivered to 182 tbap in 1987/90 and 5 more delivered to 1006 tbap in 1989/90. The 1006 tbap aircraft were transferred to the Ukrainian Air Force in December 1991.

15 Tu-95MS built by TANTK im. Berieva at Taganrog-Yuzhny from 1981 to 1984

All construction numbers prefixed by a % start with 640342. The meaning of the first six digits (640342) is not known, but they probably stand for the factory and the type. They are followed probably by the quarter of production and the year of production. The last five digits are the famous five-digit computer numbers.

% 3 1 00002	"31" red	Tu-95MS	Soviet Air Force	mfd	28oct81	underwent joint state trials at Akhtubinsk from 28oct81; ferried to Monino feb88; used as a ground instructional airframe by the "Zhukovski" Air Force Engineering College at Monino, seen apr91 and seen just outside the Russian Air Force museum fence aug12; became a museum exhibit in 2016, seen 19oct19 with both port engines running, l/n jun24
% 4 1 00003	"52" red "52" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	31aug82 1992	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukrainka probably from 1993; seen ZIA 20aug05; the same aircraft as next line ?
	"52" red RF-94194	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph. ZIA	21may11 19jun14	at Taganrog-Yuzhny; the same aircraft as previous/next lines ? also carried code "52" red; in grey c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; l/n ZIA 21feb20
% 3 1 00004	not known "004" black	Tu-95MS Tu-95MA	Soviet Air Force Soviet Air Force	mfd	05nov82 photo	converted to a Tu-95MA jan83 the prototype of this version with two "Meteorit-A" cruise missiles; trials continued until 1984 when the programme was cancelled; fate unknown
% 3 2 00201	"58" red "58" red RF-94200	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ZIA	30sep82 1992 2014	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukrainka probably from 1993; f/n Engels 06oct08 also carried code "58" red; in grey c/s with red spinner tips, with 'VVS Rossii' titles and Russian stars; l/n Ryazan-Dyagilevo jun17
% 4 2 00402	"24" red "24" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	30nov82 1992	opb 1226 tbap at Semipalatinsk opb 43 TsBP i PLS at at Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 29jun02; l/n Ryazan-Dyagilevo aug15, missing propellers
% 4 2 00603	"21" red "21" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	29dec82 1992	opb 43 TsBP i PLS at at Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 29jun02; last overhaul completed 28dec12; dbr 26feb13 while taxiing at Ryazan-Dyagilevo when caught fire (probably due to a short circuit) and suffered considerable damage; seen Ryazan-Dyagilevo 08sep16, reported as wrecked
% 4 3 00804	not known	Tu-95MS	Soviet Air Force	mfd	1982	opb 4 VAUSh at Chelyabinsk-Shagol; used for the trials of the "Meteor-N" defence suite; fate unknown
% 2 3 00811	"62" red	Tu-95MS	Soviet Air Force	mfd	29mar83	opb 1226 tbap at Semipalatinsk
% 3 3 00822	"62" red "50" red "50" red	Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force Russian Air Force	trf mfd trf	1992 28oct83 1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukrainka probably from 1993 opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukrainka probably from 1993; overhaul completed 07feb10 (by Tavia); converted by OAO Tupolev and Tavia to, see next line
	"50" red	Tu-95MS	Russian Air Force	TGK	21may11	the prototype of the modernised version, without pylons (probably not a Tu-95MSM, though); l/n ZIA 21feb12
	RF-94192	Tu-95MS	Russian Air Force	ZIA	12aug12	also carried code "50" red; in light grey c/s with 'VVS Rossii' titles and Russian stars, no differently painted spinner tips; l/n over international waters near Japan and South Korea 18nov21
% 4 3 00843	"23" red (1) "23" red (1) no code "23" red (1)	Tu-95MS Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	mfd trf Rzd Rzd	26dec83 1992 18aug05 29jul08	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukrainka probably from 1993 named 'Tambov' 08jul00 after a city in central Russia opb 43 TsBP i PLS at Ryazan-Dyagilevo; named 'Tambov'; l/n operational Ryazan-Dyagilevo 29jul08, still with Red Stars and without titles; trf to VAIU at Voronezh-Baltmor 30apr09 and used as a ground instructional airframe, seen dec10; f/n with 'VVS Rossii' titles and Russian stars 14aug11; c/n checked 18aug12; l/n may21
% 4 3 00854	"77" red "77" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	07apr84 1992	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukrainka probably from 1993; photo apr06; last overhaul completed 07dec09 (by Tavia)
	RF-94204	Tu-95MS	Russian Air Force	ZIA	sep14	also carried code "77" red; opb 6952 AvB at Ukrainka; with 'VVS Rossii' titles, Russian stars and black spinner tips; w/o 14jul15 on a training flight from Ukrainka in difficult weather conditions when 3 engines flamed out due to icing while the aircraft was flying in clouds at a height of some 5,000 metres, the 7 crew

% 1 4 00875	"61" red "61" red "23" red (2)	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf Rzd	13apr84 1992 29jul08	members bailed out at a height of some 3,500 metres (2 of them were killed) and the aircraft crashed in the tundra 30 km from Litovko (Amur district of the Khabarovsk region) opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; photo apr06 opb 43 TsBP i PLS at Ryazan-Dyagilevo; c/n checked on a plate in the cockpit at Ryazan-Dyagilevo 18sep10; seen Ryazan-Dyagilevo 10feb11; seen with the code "SOZ23/2" red on the left nose-wheel door Ryazan-Dyagilevo 02aug12 also carried the code "23" red on the fin and "23/2" red on the left nose-wheel door; opb 43 TsBP i PLS at Ryazan-Dyagilevo; in light grey c/s with red spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Ryazan' after a city in central Russia and adorned with the coat-of-arms of Ryazan for a short time probably in 2014 (this was overpainted later as c/n 00905 was already named 'Ryazan'); seen ZIA 08apr15 with the name and coat-of-arms overpainted; l/n Ryazan-Dyagilevo 29jun15 opb 1226 tbap at Semipalatinsk opb 79 tbap at Ukraina probably from 1993; later opb 43 TsBP i PLS at Ryazan-Dyagilevo; named 'Chelyabinsk' 29sep01 after a city in the southern Urals; seen Ryazan-Dyagilevo 29jun02, Shaikovka 20jun04 and Ryazan-Dyagilevo 13feb08; seen with the code "SOZ22/2" red on the left nose-wheel door Ryazan-Dyagilevo 02aug12; l/n Ryazan-Dyagilevo aug15 also caried code "22" red; in light grey c/s with red spinner tips, with 'VKS Rossii' titles and Russian stars; named 'Chelyabinsk'; l/n Engels mar21 opb 1226 tbap at Semipalatinsk opb 79 tbap at Ukraina probably from 1993; later opb 43 TsBP i PLS at Ryazan-Dyagilevo; named 'Ryazan' 20dec99 after a city in central Russia; seen under overhaul (without code) at Ryazan-Dyagilevo 18aug05 also caried code "20" red; in light grey c/s with red spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Ryazan'; l/n ZIA 17jul17 opb 1226 tbap at Semipalatinsk; was to be overhauled by 148 ARZ at Bila Tserkva (Ukraine); came under Russian jurisdiction in 1992, and the overhaul was stopped; sat wfu in 148 ARZ at Bila Tserkva, seen may98/apr99; scrapped at Bila Tserkva 01/02dec00 c/n checked, but not included in a listing of all Tu-95s published in a Russian book on the type; built at Taganrog or at Kuibyshev ?; opb 97 tbap (redesignated 6952 AvB in 2009) at Ukraina; in natural metal c/s with black spinner tips
	RF-94205	Tu-95MS	Russian Air Force	Rzd	24may14	
% 2 4 00903	"22" red "22" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	30jun84 1992	
	RF-94257	Tu-95MS	Russian Air Force	TGK	07apr19	
% 2 4 00905	"20" red "20" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	30jun84 1992	
	RF-94255	Tu-95MS	Russian Air Force	Rzd	11may16	
% 3 4 00909	"34" red	Tu-95MS	Soviet Air Force	mfd	13sep84	
10317	"12" red	Tu-95MS-6	Russian Air Force	ZIA	20aug03	

84 ? Tu-95MS built by Factory No. 18 at Kuibyshev-Bezmyanka from 1984 to 1992

All construction numbers prefixed by a # start with 100021. The meaning of the first three digits (100) is not known. They are followed by the type code 021 (for izdeliye VP-021) and probably by the quarter of production and the year of production. The last five digits are the famous five-digit computer numbers.

# 4 2 15101	"101" black "01" red	Tu-95MS Tu-95MS	Tupolev OKB OAO Tupolev	mfd ZIA	18may84 17aug01	in Soviet Air Force c/s; f/n ZIA 16aug92 in Russian Air Force c/s; seen ZIA 20aug05; underwent trials within the Tu-95MS modernisation programme in 2015; was also reported at Engels
# 4 2 15105	"45" red "45" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	31aug83 1992	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; overhaul was to be completed by late 2012
	RF-94189	Tu-95MS	Russian Air Force	TGK	13may13	c/n not confirmed; also carried code "45" red; in light grey c/s with 'VVS Rossii' titles and Russian stars, no differently painted spinner tips; l/n ZIA 21dec14
# . . 15119	"24" red	Tu-95MS-16	Soviet Air Force	mfd	20dec83	opb 1226 tbap at Semipalatinsk; was to be overhauled by 148 ARZ at Bila Tserkva (Ukraine); came under Russian jurisdiction in 1992, and the overhaul was stopped; sat wfu in 148 ARZ at Bila Tserkva; scrapped at Bila Tserkva 21oct99/07nov99
# 3 3 16202	"47" red "47" red RF-94201	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf Ukr	24dec83 1992 jan12	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993 also carried code "47" red; opb 6952 AvB at Ukraina; in light grey c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; visited BIK 05dec17
# . . 16204	"15" red	Tu-95MS	Soviet Air Force	mfd	17jan84	opb 1226 tbap at Semipalatinsk; was to be overhauled by 148 ARZ at Bila Tserkva (Ukraine); came under Russian jurisdiction in 1992, and the overhaul was stopped; sat wfu in 148 ARZ at Bila Tserkva, seen may98/apr99; scrapped at Bila Tserkva 04dec00
# 4 3 19215	"60" red "60" red RF-94202	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf Rzd	29feb84 1992 dec16	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; overhauled in 2015 also carried code "60" red; opb 6952 AvB at Ukraina; in light grey c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; l/n ZIA aug17
# 1 4 19317	"317" black "317" red	Tu-95MS Tu-95MS	Tupolev OKB OAO Tupolev	mfd ZIA	19apr85 20aug05	is this an error for 19apr84, or was the aircraft completed late as it was a test and development aircraft ?; in Russian Air Force c/s; f/n ZIA 16aug92; l/n ZIA 17aug01 test and development aircraft (for powerplants, systems and weapons) with four removeable underwing pylons; l/n ZIA 11apr23, active
# 1 4 19421	"53" red "53" red RF-94195	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ZIA	23apr84 1992 21jan15	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; was to be overhauled in 2013/14 also carried code "53" red; opb 6952 AvB at Ukraina; in light grey c/s with 'VVS Rossii' titles and Russian stars, no differently painted spinner tips; l/n ZIA jul19
# 1 4 19429	"65" red "49" red RF-94191	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf TGK	23apr84 1992 nov13	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; seen Ukraina apr06; underwent heavy maintenance in 2013 also carried code "49" red; opb 6952 AvB at Ukraina; in light grey c/s with 'VVS Rossii' titles and Russian stars, no differently painted spinner tips; l/n over the Sea of Japan 23jul19
# 2 4 19743	not known "48" red RF-94190	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf Rzd	30jul84 1992 17may19	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; seen Ukraina apr06; underwent a life-time extension with Tavia in 2005; repairs to propellers and APU were to be undertaken by 360 ARZ in 2016 also carried code "48" red; in light grey c/s with black spinner tips, with 'VKS Rossii' titles and Russian stars; l/n Ryazan-Dyagilevo 30aug21
# . . 21744	"41" red	Tu-95MS-16	Soviet Air Force	mfd	28jul84	opb 1226 tbap at Semipalatinsk; was to be overhauled by 148 ARZ at Bila Tserkva (Ukraine); came under Russian jurisdiction in 1992, and the overhaul was stopped; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 07nov99
# 2 4 21802	"56" red "56" red RF-94198	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ZIA	31aug84 1992 27mar14	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; seen Ukraina apr06; overhaul completed 07feb10 (by Tavia) also carried code "56" red; in light grey c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; l/n over Omsk 19mar16
# 2 4 21906	"54" red "54" red RF-94196	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf TGK	31aug84 1992 16may15	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; photo in 2014 also carried code "54" red; in light grey c/s with 'VVS Rossii' titles and Russian stars, no differently painted spinner tips; h/o by TANTK im. Berieva after overhaul 17sep18
# 3 4 21914	"55" red "55" red RF-94197	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ph.	12nov84 1992 sep13	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; seen Ukraina apr06; used call-sign '919' at DYR 27aug06; photo in 2009 also carried code "55" red; with 'VVS Rossii' titles and Russian stars; initially in natural metal c/s; l/n as such sep13; underwent heavy maintenance by TANTK im. Berieva in 2013/14 and was repainted in light grey c/s, no differently painted spinner tips; f/n as such ZIA 30nov15; l/n over the Bering Sea 08aug19
# 3 4 23103	"43" red "43" red RF-94188	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf Rzd	30oct84 1992 20dec18	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; seen Ukraina apr06; seen with black spinner tips and Russian stars ZIA feb16, but without titles; repairs to propellers and APU were to be undertaken by 360 ARZ in 2016 also carried code "43" red; in natural metal c/s with black spinner tips, with 'VKS Rossii' titles and Russian stars; l/n mar21
# 3 4 23107	"41" red "41" red RF-94186	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf TGK	31oct84 1992 2012	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; photo apr06 also carried code "41" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles, but still with Red Stars; f/n with Russian stars ZIA 30nov18; l/n over international waters near Japan and South Korea 18nov21
# 4 4 23419	"57" red "57" red RF-94199	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ZIA	25dec84 1992 jul15	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; seen Engels 06oct08 also carried code "57" red; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; l/n ZIA 09feb16
# 4 4 24530	"42" red "42" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	30jun85 1992	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; damaged beyond repair by fire, details unknown; scrapped at Seryshevo around may15
# 4 4 24532	"51" red "51" red RF-94193	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ph.	24jul85 1992 26nov20	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; f/n Ukraina 21aug05; l/n Ukraina 11apr06 modernised with new avionics and fitted with four underwing pylons; also carried code "51" red; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars
# 4 4 24544	"29" red "29" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	30jul85 1992	was equipped to carry the 3M25 "Meteorit-A" missile (which did not enter regular service); opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; probably the "29" red seen at Ryazan-Dyagilevo 29jun02; f/n Ukraina 21aug05; l/n Ukraina 11apr06

	RF-94169	Tu-95MS	Russian Air Force	ph.	oct21	also carried code "29" red; opb 6952 AvB at Ukraina; in light grey c/s with 'VKS Rossii' titles, Russian stars and an unknown badge below the cockpit, no differently painted spinner tips; l/n Engels 05may22, still no pylons
# 4 4 24550	"25" red	Tu-95MS	Soviet Air Force	mfd	1985	was to be overhauled by 148 ARZ at Bila Tserkva (Ukraine); came under Russian jurisdiction in 1992, and the overhaul was stopped; sat wfu in 148 ARZ at Bila Tserkva; scrapped at Bila Tserkva 28/29nov00
# 4 4 24604	"604" black	Tu-95MS	Tupolev OKB	mfd	15jan87	in Soviet Air Force c/s; f/n ZIA 31aug93; l/n ZIA 17aug01; was reportedly also at Semipalatinsk, Ukraina and Ryazan; scrapped
# 4 5 24610	"610" black	Tu-95MS	Tupolev OKB	mfd	22mar86	in Soviet Air Force c/s; underwent trials at Akhtubinsk; f/n ZIA 31aug93; was reportedly also at Engels; was to be overhauled in 2015
# . . 27611	"611" black	Tu-95MS	Tupolev OKB	mfd	31dec84	in Soviet Air Force c/s; f/n ZIA 31aug93; l/n ZIA 24aug95; scrapped in 1998
# 1 5 27615	"22" red	Tu-95MS	Soviet Air Force	mfd	08aug85	was equipped to carry the 3M25 "Meteorit-A" missile (which did not enter regular service); opb 1226 tbap at Semipalatinsk
	"22" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; in natural metal c/s with black spinner tips and Red Stars, no titles; photo sep09
	RF-94176	Tu-95MS	Russian Air Force	Sae	10jun16	also carried code "22" red; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles, Russian stars and a 'Long-Range Aviation' badge depicting a tiger's head on a globe; l/n Kozelsk 09jul16
# 1 5 28356	"25" red	Tu-95MS	Soviet Air Force	mfd	05aug85	was equipped to carry the 3M25 "Meteorit-A" missile (which did not enter regular service); opb 1226 tbap at Semipalatinsk
# 2 5 28373	"25" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993
	"20" red	Tu-95MS	Soviet Air Force	mfd	05sep85	was equipped to carry the 3M25 "Meteorit-A" missile (which did not enter regular service); opb 1226 tbap at Semipalatinsk
	"20" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993
	RF-94177	Tu-95MS	Russian Air Force	ph.	31may11	also carried code "20" red; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles, Russian stars and a 'Long-Range Aviation' badge depicting a tiger's head on a globe; l/n Taganrog-Yuzhny 19may18
	RF-94177	Tu-95MS	Russian Air Force	ph.	2020	modernised with new avionics and fitted with four underwing pylons; also carried code "20" red; with 'VKS Rossii' titles, Russian stars and a smaller coat-of-arms on a blue shield below the cockpit
# 2 5 28382	"24" red	Tu-95MS	Soviet Air Force	mfd	06aug85	opb 1226 tbap at Semipalatinsk
	"24" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; repairs to propellers and APU were to be undertaken by 360 ARZ in 2016
# 2 5 28561	"28" red	Tu-95MS	Soviet Air Force	mfd	15nov85	was equipped to carry the 3M25 "Meteorit-A" missile (which did not enter regular service); opb 1226 tbap at Semipalatinsk
	"28" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; no differently painted spinner tips, there was neither an overpainted old code nor an overpainted shield on the fin; seen Byelaya 16aug09
	RF-94170	Tu-95MS	Russian Air Force	Sae	29apr16	also carried code "28" red on the nose-wheel door and fin; opb 6952 AvB at Ukraina; initially in natural metal c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; l/n over Sevastopol 05aug16
	RF-94170	Tu-95MS	Russian Air Force	ph.	sep20	modernised with new avionics and fitted with four underwing pylons in 2020; in light grey c/s, no differently painted spinner tips, with 'VKS Rossii' titles, Russian stars and a coat-of-arms on a blue shield below the cockpit; f/n Taganrog-Yuzhny sep20; l/n oct20
# 2 5 28575	"26" red	Tu-95MS	Soviet Air Force	mfd	05nov85	opb 1226 tbap at Semipalatinsk
	"26" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; tender for modification published 23apr09
# 3 5 28593	"21" red	Tu-95MS	Soviet Air Force	mfd	04nov85	opb 1226 tbap at Semipalatinsk
	"21" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993
	RF-94207	Tu-95MS	Russian Air Force	ph.	05apr14	also carried code "21" red; in natural metal c/s, no differently painted spinner tips, with 'VVS Rossii' titles and Russian stars; seen Samara-Bezmyanka 19sep16 with a 'Long-Range Aviation' badge depicting a tiger's head on a globe
# 3 5 29526	"23" red	Tu-95MS	Soviet Air Force	mfd	05nov85	opb 1226 tbap at Semipalatinsk
	"23" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; tender for modification published 23apr09
# . . 29561	"02" red	Tu-95MS-16	Soviet Air Force	mfd	05nov85	opb 1006 tbap at Uzin
	"02" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; was to be overhauled by 148 ARZ at Bila Tserkva (Ukraine), but the overhaul was stopped; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 11dec99
# 3 5 29608	"27" red	Tu-95MS	Soviet Air Force	mfd	30may86	opb 1226 tbap at Semipalatinsk
	"27" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; in natural metal c/s, no differently painted spinner tips; seen Ukraina apr06; tender for modification published 29apr08
# . . 29732	"03" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"03" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 24/26mar00
# . . 29843	"04" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"04" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 17/18apr00
# . . 30108	"05" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"05" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 25/27may00
# . . 30183	"06" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"06" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 29/30jun00
# . . 30203	"07" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"07" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; was to be overhauled by 148 ARZ at Bila Tserkva (Ukraine), but the overhaul was stopped; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 01dec99
# . . 30235	"20" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"20" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 25/26aug00
# . . 30306	"21" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"21" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 27/28aug00
# . . 30309	"22" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzyn
	"22" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 04/06oct00
# . . 30419	"23" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"23" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 31jan99
# . . 31135	"24" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"24" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 06/07nov00
# . . 31198	"25" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"25" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 15/16dec00
# . . 31249	"90" red	Tu-95MS-16	Soviet Air Force	mfd	20jan87	opb 1006 tbap at Uzin
	"90" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 15/16jan01
# . . 31370	"91" red	Tu-95MS-16	Soviet Air Force	mfd	20jan87	opb 1006 tbap at Uzin
	"91" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 12mar01
# . . 31483	"92" red	Tu-95MS-16	Soviet Air Force	mfd	21jan87	opb 1006 tbap at Uzin
	"92" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 26/27mar01
# . . 31509	"93" red	Tu-95MS-16	Soviet Air Force	mfd	21jan87	opb 1006 tbap at Uzin
	"93" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 16/17apr01
# . . 32179	"94" red	Tu-95MS-16	Soviet Air Force	mfd	24apr87	opb 1006 tbap at Uzin
	"94" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 07/17may01
# 1 7 32191	"01" red	Tu-95MS-16	Soviet Air Force	mfd	22jul87	opb 1006 tbap at Uzin
	"01" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; f/n Uzyn may98; painted in full Ukrainian Air Force markings, f/n as such Poltava 04jun00; struck off charge 06nov00; preserved in the museum of long-range aviation at Poltava (N49.617458 E34.503488) from 31may00, l/n sep21
# 1 7 32386	"95" red	Tu-95MS-16	Soviet Air Force	mfd	23jul87	opb 1006 tbap at Uzin
	"95" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; f/n Uzyn may98; struck off charge 28nov00; was to be converted into an environmental monitoring aircraft, but nothing came of this; sat wfu in NARP (formerly 328 ARZ) at Mykolayiv-Kulbakino, seen oct05/sep13; was earmarked for sale in 2011, sold by the Ukrainian MoD to Spetstekhnoeksport 10jun13 and sold on Avto-Trade Ukraina 12jun13; scrapped by apr14
# 1 7 32477	"26" black	Tu-95MS	Soviet Air Force	mfd	23jul87	equipped with an additional reconnaissance suite; opb 182 tbap at Mozdok
	"26" black	Tu-95MS	Russian Air Force	trf	1992	c/n checked ZIA 31aug93; a "26" red was seen at Ryazan-Dyagilevo 29jun02 and at DYZ 06sep07, but it is not sure whether it was this c/n
# 2 7 33111	not known	Tu-95MS	Soviet Air Force	mfd	28sep87	opb 182 tbap at Mozdok (disbanded feb99)
	"59" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; in natural metal c/s with black spinner tips; named 'Blagoveshchensk' 23jun99 after a town in the Russian Far East; photo apr06; used call-sign '913' at DYZ 27aug06; seen Byelaya 08feb11; l/n Samara-Bezmyanka 2016
	RF-94206	Tu-95MS	Russian Air Force		photo	modernised with new avionics and fitted with four underwing pylons; also carried code "59" red; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Blagoveshchensk'; titles changed to 'VKS Rossii' titles; f/n as such Ryazan-Dyagilevo may19; l/n over Moscow 07may19
# 2 7 33144	"31" red	Tu-95MS-16	Soviet Air Force	mfd	31aug87	opb 1006 tbap at Uzin
	"31" red	Tu-95MS-16	Ukraine Air Force	trf	06dec91	opb 1006 tbap at Uzyn; struck of charge 28nov00; was to be converted into an environmental monitoring aircraft, but nothing came of this; sat wfu in NARP (formerly 328 ARZ) at Mykolayiv-Kulbakino, seen oct05/sep13; was earmarked for sale in 2011, sold by the Ukrainian MoD to Spetstekhnoeksport 10jun13 and sold on Avto-Trade Ukraina 12jun13; was offered for sale on eBay mar14, with t/t 454 hours 24 minutes, for \$3 million; seen dismantled in NARP mar17
# 3 7 33255	not known	Tu-95MS	Soviet Air Force	mfd	26oct87	opb 182 tbap at Mozdok (disbanded feb99)
	"10" red	Tu-95MS	Russian Air Force	trf	1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina probably from 1993
	RF-92450	Tu-95MS	Russian Air Force	Rzd	09may19	also carried code "10" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VKS Rossii' titles and Russian stars; fitted with four underwing pylons; f/n as such Ryazan-Dyagilevo 09may19
# 3 7 33299	not known	Tu-95MS	Soviet Air Force	mfd	26oct87	opb 182 tbap at Mozdok (disbanded feb99)
	"12" red	Tu-95MS	Russian Air Force	trf	1992	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Moskva' aug03 after the Russian capital; f/n Engels 17aug01; l/n Engels 18dec07
	RF-94126	Tu-95MS	Russian Air Force	Eng	19aug11	also carried code "12" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Moskva'; l/n without pylons ZIA 31aug13

	RF-94126	Tu-95MS	Russian Air Force	Eng	21mar16	modernised with new avionics and fitted with four underwing pylons; also carried code "12" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Moskva'; titles changed to 'VKS Rossi'; f/n as such Kubinka 19aug22; l/n over the Barents Sea 14sep23
# 3 7 33322	not known	Tu-95MS	Soviet Air Force	mfd	09feb88	opb 182 tbap at Mozdok (disbanded feb99)
	"18" red	Tu-95MS	Russian Air Force	trf	1992	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 16aug05
	RF-94131	Tu-95MS	Russian Air Force	Eng	02aug12	also carried code "18" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; l/n without pylons Rostov-na-Donu-Tsentralny 21feb15
	RF-94131	Tu-95MS	Russian Air Force	Sae	feb16	underwent an upgrade with "Aviakor" at Samara 20oct15/21feb16; modernised with new avionics and fitted with four underwing pylons; also carried code "18" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; l/n Engels mar17
# 4 7 33412	not known	Tu-95MS	Soviet Air Force	mfd	09feb88	opb 182 tbap at Mozdok (disbanded feb99)
	"14" red	Tu-95MS	Russian Air Force	trf	1992	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels, but probably detached to Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 18aug05; l/n Ryazan-Dyagilevo 2011
	RF-94132	Tu-95MS	Russian Air Force	Eng	02aug12	also carried code "14" red on the nose-wheel door (but not on the fin); opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips; l/n without titles Ryazan-Dyagilevo nov12; f/n with 'VVS Rossi' titles and Russian stars Engels 10apr14; named 'Voronezh' after a city in south-western Russia; l/n without pylons Samara-Bezmayanka 23dec15
	RF-94132	Tu-95MS	Russian Air Force	Sae	03mar16	underwent an upgrade with "Aviakor" until 05apr16; modernised with new avionics and fitted with four underwing pylons; also carried code "14" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Voronezh'; f/n Samara-Bezmayanka 03mar16; l/n as such Engels may16; titles changed to 'VKS Rossi'; f/n as such in early 2020; l/n Engels oct20
# 4 7 33447	"12" black	Tu-95MS	Soviet Air Force	mfd	03mar88	opb 182 tbap at Mozdok (disbanded feb99); seen Engels aug97
	"12" black	Tu-95MS	Russian Air Force	trf	1992	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 06oct08
	"17" red	Tu-95MS	Russian Air Force	Eng	17aug01	also carried code "17" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; l/n over Moscow 07may13
	RF-94259	Tu-95MS	Russian Air Force	ph.	11oct11	modernised with new avionics and fitted with four underwing pylons; also carried code "17" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VKS Rossi' titles and Russian stars; named 'Kaluga'; was intercepted over the North Sea 07jun11; l/n Engels 22jul14
	RF-94259	Tu-95MS	Russian Air Force	Eng	jul18	modernised with new avionics and fitted with four underwing pylons; also carried code "17" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VKS Rossi' titles and Russian stars; l/n over Kazan 18aug19
# 1 8 34108	"20" black	Tu-95MS	Soviet Air Force	mfd	05may88	opb 182 tbap at Mozdok (disbanded feb99); f/n FFD 22jul93; l/n over Moscow-Tushino 05sep93
	"20" black	Tu-95MS	Russian Air Force	trf	1992	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Kaluga' 04oct99 after a town in central Russia; f/n as such Engels 06oct08; initially with Red Stars and without titles; l/n as such Kubinka mar09; f/n with 'VVS Rossi' titles and Russian stars over Moscow 04may10; l/n over Moscow 09may10
	"15" red	Tu-95MS	Russian Air Force	Eng	17aug01	also carried code "15" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Kaluga'; was intercepted over the North Sea 07jun11; l/n Engels 22jul14
	RF-94125	Tu-95MS	Russian Air Force	ph.	07jun11	modernised with new avionics and fitted with four underwing pylons; also carried code "15" red; opb 6950 AvB at Engels; named 'Kaluga'; initially in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; l/n as such Kubinka 17aug17; repainted in light grey c/s with blue spinner tips, with 'VKS Rossi' titles and Russian stars; f/n as such 14dec17; l/n Engels aug21
	RF-94125	Tu-95MS	Russian Air Force	Sae	2016	opb 182 tbap at Mozdok (disbanded feb99)
# 1 8 34135	not known	Tu-95MS	Soviet Air Force	mfd	02jun88	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; named 'Veliki Novgorod' after a city in western Russia; f/n as such ZIA 20aug07; l/n Engels apr11, still with Red Stars
	"16" red	Tu-95MS	Russian Air Force	trf	1992	also carried code "16" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Veliki Novgorod'; l/n without pylons ZIA 30aug15
	RF-94124	Tu-95MS	Russian Air Force	Eng	oct11	modernised with new avionics and fitted with four underwing pylons; also carried code "16" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Veliki Novgorod'; l/n as such Engels jun18; titles changed to 'VKS Rossi'; f/n as such Kubinka 23aug18; l/n Engels 18may21
	RF-94124	Tu-95MS	Russian Air Force	Eng	aug16	opb 182 tbap at Mozdok (disbanded feb99)
# 2 8 34278	"28" black	Tu-95MS	Soviet Air Force	mfd	29jul88	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; seen Engels 16aug05 with the additional code "28" black, stored; named 'Kozelsk' apr10 after a town in the Kaluga region
	"22" red	Tu-95MS	Russian Air Force	trf	1992	also carried code "22" red on the fin and "22/1" red on the left nose-wheel door; opb 1 AvGr 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Kozelsk'; l/n 2013, flying
	RF-94120	Tu-95MS	Russian Air Force	Eng	02aug12	modernised with new avionics and fitted with four underwing pylons; also carried code "22" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VKS Rossi' titles and Russian stars; named 'Kozelsk'; l/n over the Barents Sea 14sep23
	RF-94120	Tu-95MS	Russian Air Force	Eng	mar20	opb 182 tbap at Mozdok (disbanded feb99); seen FFD 28/31jul94
# 2 8 34379	"23" black	Tu-95MS	Soviet Air Force	mfd	29jul88	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 16aug05
	"23" black	Tu-95MS	Russian Air Force	trf	1992	also carried code "23" red on the fin and "23/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; l/n Engels 02aug12
	"23" red	Tu-95MS	Russian Air Force	Eng	17aug01	over Moscow; modernised with new avionics and fitted with four underwing pylons; also carried code "23" red; opb 6950 AvB at Engels; initially in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; l/n as such in mid-2019; repainted in light grey c/s with blue spinner tips, with 'VKS Rossi' titles, Russian stars and a badge on the nose; f/n as such Engels jun20; l/n Engels 16mar21
	RF-94129	Tu-95MS	Russian Air Force	ph.	07may16	opb 182 tbap at Mozdok (disbanded feb99)
# 3 8 34415	not known	Tu-95MS	Soviet Air Force	mfd	22oct88	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 16aug05
	"24" red	Tu-95MS	Russian Air Force	trf	1992	also carried code "24" red on the fin and "24/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips; l/n with Red Stars and without titles Engels sep12; f/n with 'VVS Rossi' titles and Russian stars Engels apr13; l/n over Moscow 07may15
	RF-94130	Tu-95MS	Russian Air Force	Eng	oct11	at Taganrog; modernised with new avionics and fitted with four underwing pylons; also carried code "24" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VKS Rossi' titles and Russian stars; l/n without name over Kazan 18aug19; named 'Murmansk' after a city on the Kola Peninsula; f/n as such apr20; l/n Kubinka 31aug21
	RF-94130	Tu-95MS	Russian Air Force	h/o	11apr19	opb 182 tbap at Mozdok (disbanded feb99)
# 3 8 34444	not known	Tu-95MS	Soviet Air Force	mfd	22oct88	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 16aug05
	"25" red	Tu-95MS	Russian Air Force	trf	1992	also carried code "25" red on the fin and "25/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in natural metal c/s with 'VVS Rossi' titles and blue spinner tips, but still with Red Stars; l/n Taganrog-Yuzhny 19aug12; was under overhaul with TANTK im. Berieva from 08aug14
	RF-94119	Tu-95MS	Russian Air Force	TKG	jul12	modernised with new avionics and fitted with four underwing pylons; also carried code "25" red on the fin and initially "25/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; l/n as such over Moscow 07may19; titles changed to 'VKS Rossi' and the code on the left nose-wheel door to just "25" red; f/n as such Engels 06aug22
	RF-94119	Tu-95MS	Russian Air Force	ph.	04may18	opb 182 tbap at Mozdok (disbanded feb99)
# 3 8 34496	"20" black	Tu-95MS	Soviet Air Force	mfd	19nov88	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 16aug05
	"20" red	Tu-95MS	Russian Air Force	trf	1992	still visible on the fin next to the code "20" red; overhaul completed in spring 2008; named 'Dubna' 12jul08 (05jul08 according to another source) after a science centre near Moscow; in natural metal c/s, initially without titles and with Red Stars, l/n as such Engels 16aug08 (c/n checked in wheel wells); received 'VVS Rossi' titles and Russian stars; f/n as such over Moscow 09may10; l/n Engels nov10
	RF-94122	Tu-95MS	Russian Air Force	Eng	oct11	also carried code "20" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Dubna'; f/n with the code "20/1" on the left nose-wheel door Engels 02aug12; arrived with "Aviakor" at Samara for modernisation 20aug15
	RF-94122	Tu-95MS	Russian Air Force	ph.	18nov15	modernised with new avionics and fitted with four underwing pylons; returned to Engels 18nov15; also carried code "20" red on the fin and "20/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Dubna'; l/n 11oct20
# 4 8 34567	"14" black	Tu-95MS	Soviet Air Force	mfd	1988	opb 182 tbap at Mozdok (disbanded feb99); scrapped
	"30" black	Tu-95MS	Soviet Air Force	mfd	21jan89	opb 182 tbap at Mozdok
	"30" black	Tu-95MS	Russian Air Force	trf	1992	opb 182 tbap at Mozdok (disbanded feb99)
	"21" red	Tu-95MS	Russian Air Force	Eng	17aug01	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; seen Engels 16aug05 also with the code "30" black; named 'Samara' 09aug08 after a town on the river Volga; in natural metal c/s, initially without titles and with Red Stars, l/n as such Engels 13apr10; received 'VVS Rossi' titles and Russian stars; f/n as such over Moscow 04may10; l/n over Moscow 09may10
	RF-94121	Tu-95MS	Russian Air Force	ZIA	13aug11	also carried the code "21" red on the fin and "21/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Samara'; l/n Engels mar17; converted by TANTK im. Berieva to the prototype of the modernised version Tu-95MSM in 2018/20
	RF-94121	Tu-95MSM	Russian Air Force	f/f	22aug20	from Taganrog; also carried code "21" red; opb 6950 AvB at Engels; in light grey c/s with 'VKS Rossi' titles and Russian stars; named 'Samara'; l/n ZIA 21jan24
# 4 8 34757	"32" black ?	Tu-95MS	Soviet Air Force	mfd	21jan89	opb 182 tbap at Mozdok (disbanded feb99); "32" black is reported to have become "11" red
	"11" red	Tu-95MS	Russian Air Force	trf	1992	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; with Red Stars and blue spinner tips; f/n Engels 17aug01; named 'Vorkuta' 08may05 after a town in northern Russia; l/n mar11
	RF-94127	Tu-95MS	Russian Air Force	Eng	oct11	also carried code "11" red on the fin and on the nose-wheel doors (seen as "11/1" red on the nose-wheel doors Engels 08nov12, but later again as just "11" red); opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Vorkuta'; l/n without pylons Engels sep14
	RF-94127	Tu-95MS	Russian Air Force	Eng	apr16	modernised with new avionics and fitted with four underwing pylons; also carried code "11" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossi' titles and Russian stars; named 'Vorkuta'; l/n Engels sep17
# 4 8 35199	"38" black	Tu-95MS	Russian Air Force	mfd	29may92	late mfd; opb 182 tbap at Mozdok (disbanded feb99)
	"10" red	Tu-95MS	Russian Air Force	trf	17aug01	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Saratov' 27jun99 (according to another source already 12jun99) after a town on the river Volga; l/n Engels 16aug05, stored

	RF-94128	Tu-95MS	Russian Air Force	Ukr	oct11	also carried code "10" red on the fin and "10/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Saratov'; l/n without pylons Engels 09may14
	RF-94128	Tu-95MS	Russian Air Force	Eng	03mar15	modernised with new avionics and fitted with four underwing pylons; also carried code "10" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Saratov'; l/n as such Engels 19aug17; titles changed to 'VKS Rossii'; f/n as such ZIA 10jul20; l/n 01oct20
# 1 9 35249	not known "26" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	20jul89 1992	opb 182 tbap at Mozdok (disbanded feb99)
	RF-94172	Tu-95MS	Russian Air Force	OVB	23jun11	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; underwent maintenance with Tavia in 2005; code not given
# . . 35363	"34" black	Tu-95MS	Soviet Air Force	mfd	1989	also carried code "26" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips and an unknown badge below the cockpit, still with Red Stars and without titles; l/n Ukraina mar13
# 2 9 35367	"34" black not known "04" red RF-94182	Tu-95MS Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force Russian Air Force Russian Air Force	trf mfd trf ph.	1992 20jul89 1992 07may14	opb 182 tbap at Mozdok (disbanded feb99); was on a good-will visit in the US may92; fate unknown
	RF-94182	Tu-95MS	Russian Air Force	ph.	07may22	opb 182 tbap at Mozdok (disbanded feb99)
# 3 9 35765	not known "05" red RF-94181	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ph.	20oct89 1992 25apr15	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina; photo apr06
# 3 9 35793	"36" black "36" black "01" red	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ph.	23oct89 1992 12apr06	also carried code "05" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VVS' Rossii' titles and Russian stars; seen over St. Petersburg 25apr15; w/o 08jun15 on take-off from Ukraina when a shock absorber of the left main gear strut exploded during the take-off run at a speed of some 220-230 km/h (as it had been filled up with air instead of nitrogen) and damaged a fuel tank in the left wing, causing an explosion, 1 crew member was killed and another one was seriously injured (he died in hospital 2 months after the accident)
	RF-94185	Tu-95MS	Russian Air Force	Ukr	01nov12	opb 182 tbap at Mozdok (disbanded feb99); was on a good-will visit in the US may92
# 4 9 36177	"10" red "10" red "19" red	Tu-95MS-16 Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force Russian Air Force	mfd trf Eng	22jan90 1992 17aug01	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina; named 'Irkutsk' 01nov00 after a city near Lake Baikal in Siberia; l/n Ukraina 14apr06
	RF-94123	Tu-95MS-16	Russian Air Force	KJA	09jun11	also carried code "01" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VVS' Rossii' titles and Russian stars; named 'Irkutsk'; l/n over St. Petersburg 25apr15
	RF-94123	Tu-95MS	Russian Air Force	h/o	13apr19	opb 1006 tbap at Uzin
# 4 9 36487	not known "02" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	27apr90 1992	opb 1006 tbap at Uzyn; l/n Uzyn may98; sold to Russia in 1999 and ferried to Engels 06nov99; in a Ukrainian listing as "100" red, obviously in error
	RF-94184	Tu-95MS	Russian Air Force	ph.	2011	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; on a photo with the Ukrainian shield on the fin overpainted; in natural metal c/s with blue spinner tips and Red Stars; named 'Krasnoyarsk' 22aug10 (according to another source already 29apr10) after a city on the river Yenisei in Siberia
	RF-94184	Tu-95MS	Russian Air Force	Eng	18mar22	also carried code "19" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS' Rossii' titles and Russian stars; named 'Krasnoyarsk'; l/n over Rostov-na-Donu 13mar15
# 1 0 36785	not known "06" red RF-94180	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ph.	14jun90 1992 aug12	at Taganrog-Yuzhny; modernised with new avionics and fitted with four underwing pylons; also carried code "19" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VKS Rossii' titles and Russian stars; named 'Krasnoyarsk'; l/n Engels apr21
	RF-94180	Tu-95MS	Russian Air Force	Eng	18mar22	opb 182 tbap at Mozdok (disbanded feb99)
# 2 9 36853	not known "07" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	15aug90 1992	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina; in natural metal c/s with black spinner tips; photo apr06; named 'Mozdok' after a town in the Northern Caucasus
	RF-94179	Tu-95MS	Russian Air Force	ph.	jul12	also carried code "02" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Mozdok'; l/n without pylons over Barnaul 24jan15
# 3 0 37098	not known "03" red RF-94183	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd trf ph.	16jan91 1992 15mar13	modernised with new avionics and fitted with four underwing pylons; also carried code "02" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Mozdok'
# 4 0 37187	"96" red "96" red "28" red	Tu-95MS-16 Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force Russian Air Force	mfd trf Eng	26mar91 1992 17aug01	opb 182 tbap at Mozdok (disbanded feb99)
	RF-94116	Tu-95MS-16	Russian Air Force	ph.	29apr13	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina; 2nd stage of overhaul by 360 ARZ completed 12oct10
	RF-94116	Tu-95MS	Russian Air Force	Eng	apr17	also carried code "07" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; l/n OVB 10feb17
# 2 9 37345	"08" red "08" red "27" red	Tu-95MS-16 Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force Russian Air Force	mfd trf Eng	03oct91 1992 17aug01	opb 182 tbap at Mozdok (disbanded feb99)
	RF-94117	Tu-95MS-16	Russian Air Force	Eng	07may14	opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina
	RF-94117	Tu-95MS	Russian Air Force	Eng	apr17	also carried code "03" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars; l/n OVB oct18
# 4 1 37566	not known "08" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	mfd trf	20aug92 1992	opb 1006 tbap at Uzin
	RF-94178	Tu-95MS	Russian Air Force	Rzd	25may14	opb 1006 tbap at Uzyn; stored at Uzyn, seen 1996/may98; sold to Russia in 1999 and ferried to Engels jan00
	RF-94178	Tu-95MS	Russian Air Force	Eng	01dec19	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; in natural metal c/s with blue spinner tips and Red Stars, former code "96" and overpainted Ukrainian shield still visible on the fin; l/n over Monino 07aug07
						over Moscow; also carried the code "28" red on the fin and "28/1" red on both nose-wheel doors; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Sevastopol' after a town on the Crimea; f/n as such GSV 07may14; attacked Islamic State targets in Syria 19nov15
						modernised with new avionics and fitted with four underwing pylons; also carried the code "28" red on the fin and "28/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Sevastopol'; l/n with the old titles Engels 19aug17; titles changed to 'VKS Rossii'; f/n as such Engels 09may18; l/n Engels 26oct20
						opb 1006 tbap at Uzin
						opb 1006 tbap at Uzyn; stored at Uzyn, seen 1996/may98; sold to Russia in 1999 and ferried to Engels jan00
						opb 184 tbap (redesignated 6950 AvB in late 2009) at Engels; with blue spinner tips, former code "08" and overpainted Ukrainian shield still visible on the fin; l/n Engels 16aug05
						also carried code "27" red on the fin and "27/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Iziborsk' after a medieval fortress west of Pskov; f/n as such Privolzhski 19feb15; arrived with 'Aviakor' at Samara-Bezmyanka for modernisation 19jan16
						modernised with new avionics and fitted with four underwing pylons; also carried code "27" red; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Iziborsk'; titles changed to 'VKS Rossii'; f/n as such Engels mar19; l/n Tambov 25may19
						opb 182 tbap at Mozdok (disbanded feb99)
						opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina; in natural metal c/s with black spinner tips, with Red Stars but no titles; named 'Smolensk' after a town in western Russia 05jun99; photo apr06; l/n IKS 10sep08
						also carried code "29" red on the fin and "29/1" red on the left nose-wheel door; opb 6950 AvB at Engels; in natural metal c/s with blue spinner tips, with 'VVS Rossii' titles and Russian stars; named 'Smolensk'; the code on the left nose-wheel door was changed to just "29" red; f/n as such Ryazan-Dyagilevo 26jul14; l/n Ryazan-Dyagilevo 28feb15
						modernised with new avionics and fitted with four underwing pylons; also carried code "29" red; opb 6950 AvB at Engels; in light grey c/s with blue spinner tips, with 'VKS Rossii' titles and Russian stars; named 'Smolensk'; l/n Engels 16mar21

Tu-95MS with unknown c/ns include

---	"03" red	Tu-95MS	Russian Air Force	ph.	apr11	at Ryazan-Dyagilevo
---	"22" red	Tu-95MS	Russian Air Force	Rzd	29jun02	probably c/n 27615 - two aircraft with the same code were seen at Ryazan-Dyagilevo that day, the other one was c/n 00903
---	"42"/"52" red	Tu-95MS	Russian Air Force	ph.	apr06	carried code "42" red on the fin and "52" red on the nose-wheel door; opb 79 tbap (redesignated 6952 AvB in 2009) at Ukraina; possibly c/n 24530 although there is a photo of that c/n with code "42" red on the nose-wheel door
---	"61" red	Tu-95MS	Russian Air Force	ph.	oct12	location not given, but possibly at Vorkuta-Sov'yetski; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VVS Rossii' titles and Russian stars
	RF-94187	Tu-95MS	Russian Air Force	Rzd	mar19	modernised with new avionics and fitted with four underwing pylons; also carried code "61" red; opb 6952 AvB at Ukraina; in natural metal c/s with black spinner tips, with 'VKS Rossii' titles and Russian stars; l/n Ryazan-Dyagilevo may19
---	"62" red	Tu-95MS	Russian Air Force	ZIA	23sep14	opb 6950 AB at Engels; with 'VVS Rossii' titles and Russian stars; h/o at Zhukovski after modernisation 18dec14 or 19dec14
---	"02" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
---	"03" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)

---	"04" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
---	"05" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
---	"06" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
---	"07" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
---	"08" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
---	"10" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
---	"11" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels
---	"13" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels
---	"15" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels
---	"16" black	Tu-95MS	Russian Air Force	Eng	20aug03	opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels
---	"21" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99); probably became "21" red
---	"22" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels; probably became "22" red
---	"24" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99); probably became "24" red
---	"25" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99); probably became "25" red
---	"31" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
---	"33" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels
	RF-94118	Tu-95MS	Russian Air Force	Eng	02aug12	also carried code "33" black; opb 6950 AvB at Engels; seen at Engels 02aug12 without code and engines, with part of the tail missing; was to become "26/1" after overhaul

Tupolev Tu-104, Tu-107 and Tu-110

In the second half of 1953, Tupolev approached the Soviet leadership with the proposal to build a jetliner based on the Tu-16 medium bomber. Using the technical ideas, major assemblies and service experience of a proven aircraft promised a short development period and high reliability of the new airliner. Apart from that, this approach would assure that the aircraft entered service earlier than its Western counterparts, an important feature to demonstrate the superiority of communism. The Soviet leadership approved of this idea, and on 11 June 1954 the Central Committee of the CPSU and the Soviet Council of Ministers issued a decree ordering the development of a twin-jet passenger aircraft designated Tu-16P (for 'passazhirski' passenger), or 'izdeliye 104'. The design commonality between the Tu-16 and the future Tu-104 consisted mainly of wings, tail plane, fin, landing gear, flight deck equipment and the two Mikulin AM-3 (later renamed RD-3) turbojets. These parts were added to a completely new fuselage of 3.2 m diameter (2.9 m with the Tu-16).

The draft project was ready by September 1954, and the mock-up commission held its meetings in November/December of the same year. At the same time, manufacture of the first prototype started at Factory No. 156 at Moscow-Lefortovo, Tupolev's prototype construction shop. The Tu-104, as the aircraft was called by now after its 'izdeliye' index, was completed in early 1955 and took off for the first time on 17 June 1955, just 53 weeks after the go-ahead for the project was received ! Factory trials continued until 12 October 1955, and state trials at the NII VVS (Air Force Research Institute) were conducted between 31 January and 15 June 1956.

As there was a need to train Aeroflot flight crews on jet aircraft, several (reportedly five) Tu-16s were handed over by the Soviet Air Force to the national airline. These were modified by ARZ 400 at Vnukovo and designated Tu-104G (for 'gruzovoi'

cargo). All armament and military systems were removed, and the bomb bay was modified to carry mail. Apart from that, three Tu-16s were used by Aeroflot for fast delivery of newspaper matrices for printing of "Pravda" and "Izvestiya" over the vast USSR. These aircraft received the designation Tu-16G (for 'grazhdanski', civil). Only the cannons were removed, and the containers with the matrices were fitted into the bomb bay. The Tu-104Gs and Tu-16Gs were used by Aeroflot for some years, but when a sufficient number of passenger jets became available, they were re-converted to bombers and handed back to the Air Force.

Series-production of the Tu-104 started at Factory No. 135 at Kharkov in 1955 and at Factory No. 166 at Omsk in 1956. The first aircraft were delivered to the Vnukovo Aviation Enterprise in May 1956, and the first scheduled flight with passengers on board (from Moscow via Omsk to Irkutsk) took place on 15 September 1956. This was the start of the jet era in the Soviet Union

and in the world. Tupolev had been competing with Boeing and de Havilland to put the first jet airliner into scheduled service and indeed beat the Boeing 707 and the "Comet" 4 by two years !

Soon a new modification of the jetliner appeared, the Tu-104A. It was powered by modernised RD-3M engines and could carry 70 passengers, as compared to the 50 seats of the standard Tu-104. This version was also used by the Czechoslovak airline CSA, the sole export customer of the Tu-104. The only other variant which saw mass-production was the Tu-104B. It had a longer fuselage (by 1.2 m), more powerful RD-3M-500 engines and could seat 100 passengers. Series-production was assigned to Factory # 22 in Kazan and started in 1958, the first Tu-104Bs entering Aeroflot service in 1959.

The Tu-104E was to be the next series-production version. It received modernised Zubets RD-3P (M16-15) engines, modified air intakes, additional fuel tanks and slats. However, the Tu-104E did not prove itself during trials and was not admitted for passenger service. So only two of these 122 seaters were built in 1959.

When air travel became much more popular in the early 1960s, the cabins of all existing aircraft had to be re-configured so that they could carry more passengers. Thus the Tu-104A was modified to seat 85 or even 100 passengers; these versions received the designations Tu-104D (-85) and Tu-104V, respectively. However, both versions were later referred to as the Tu-104V.

Almost all Tu-104As had been converted to Tu-104Vs by aircraft repair factories by 1969. Some aircraft of the Pulkovo and Borispol Aviation Enterprises even carried 110 or 115 (Tu-104V-115) passengers ! However, the number of seats was limited to 100 in 1972, and from then on the aircraft were again called Tu-104As. Tu-104Bs with the number of seats increased to 115 did not change their index, but were sometimes referred to as Tu-104B-115s.

About five Tu-104As were converted to Tu-104A-TS freighters by aircraft repair factories between 1969 and 1971. These were followed by six Tu-104Bs between 1971 and 1974 which became Tu-104B-TS cargo aircraft. Both versions could also be used for medevac.

There were also several version which were converted in small numbers only: reportedly five Tu-104Sh trainers with the nose section of the Tu-16K-10 missile carrier for naval aviation navigator and operator training, two Tu-104AK zero-gravity simulators for cosmonaut training (the first of them entered service on 15 November 1960), and several Tu-104Ds and Tu-104Gs (second use of the designation each) in VIP configurations. Probably four Tu-104LL flying laboratories were used for testing of equipment and armament, for example for the Tu-128 and Tu-22M; one Tu-104LL even fired K-80 air-to-air missiles at target drones. And the Tu-104 "Retranslyator" (relay aircraft) was used for the flight tests of the Tu-144.

The Tu-107 (izdeliye 107) was designed and built as a tactical military transport based on the Tu-104A. Development was ordered by a decree of the Soviet government issued in March 1956. The aircraft was armed with two 23 mm cannons in a rear turret and could carry a load of ten tonnes in its unpressurised cargo bay, among them self-propelled howitzers, guns, prime movers, light APCs, jeeps and other equipment. Alternatively, 60 injured soldiers on stretchers, 70 paratroopers or 100 ground troops could be transported. Externally, the Tu-107 could be identified by the rear loading ramp and the absence of windows.

The prototype was built by Factory No. 166 and started factory trials in September 1958. In summer 1959, it was handed over to the NII VVS (Air Force Research Institute) for state trials which were completed in spring 1960. Trials went without problems, but showed that the Tu-107's speed during air-dropping was too high and its range insufficient, so the type did not go into series-production, and the An-12 was preferred instead. The sole Tu-107 built was then transferred to the Ryazan paratroop school. On 29 September 1965, it carried a group of parachutists who left the aircraft at 14,400 metres setting several world records.

As the Tu-104 was based on a bomber and developed in a hurry, it soon became obsolescent. So production was stopped after only a few years. The line at Kharkov closed in late 1959 after 44 Tu-104s and Tu-104As had been built, while production in Omsk ended in spring 1960 after 59 Tu-104s and Tu-104As. The last of 96 Tu-104Bs left the Kazan factory in mid 1961 making a total production of 201 aircraft including the prototype and the static test frame (airframes handed over by one factory to another one before completion were counted only once while having two c/ns).

In the mid 1970s, many Tu-104s reached the end of their service life, and Aeroflot withdrew large numbers of them from use starting in 1974. The last scheduled passenger service took place on 20 November 1979 when Tu-104B CCCP-42485 took off on its last flight from Odessa. However, the type remained in service with the Soviet Armed Forces until the crash of CCCP-42332 at Pushkin on 7 February 1981 when the 2nd I/C of the Pacific Fleet and many other high-ranking naval officers were killed. After this catastrophe, all Tu-104s were grounded.

Officially, the last Tu-104 flight took place on 11 November 1986 when the restored Tu-104 CCCP-42322 was ferried from Sheremetyevo to Ulyanovsk for display at the Museum of Civil Aviation (by the way, retaining its nice looking VIP saloon). However, Russian aviation author Oleg Chernikov states he saw a Soviet Air Force Tu-104 airborne in the Khabarovsk region (Far East) as late as 2 July 1988 after having identified the type on the ground before! Another spotter said that the last flight of the Soviet AF's Tu-104 was made in November 1988 from one of the Latvian Air Bases.

The Tu-104 had a high attrition rate for an airliner: about 10 % of all aircraft built crashed, and another 5 % were damaged beyond repair by accidents. Soviet children even used to sing in the 1970s "Tu-104 samy luchshy samolyot. Nado bylo poyezdom!" (The Tu-104 is the very best aircraft. You better had gone by train!) to the melody of Chopin's Funeral March.

Several airframes have been preserved at various locations in the CIS, and three ex-CSA aircraft are preserved in the Czech Republic, including one in the Prague-Kbely museum.

Note 1: In late 1958, a new registration system was introduced in the Soviet Union, doing away with the Cyrillic letters used before. Starting in December 1958, all newly-built Tu-104s received the new five-figure registrations straight away, and most of the older aircraft were re-registered during 1959.

Note 2: Most Tu-104 registrations were later re-allocated to Yak-42s. In the Soviet register batch CCCP-42318 to CCCP-42522 was reserved for the type, but production only reached as far as CCCP-42508.

Note 3: As the hand-written documents we received were more than 40 years old, the names of the Aeroflot directorates and transfer dates were sometimes hard, if not impossible, to read and therefore some transfer of directorates might have been missed out.

2 Tu-104 prototypes built by Factory No. 156 at Moscow-Lefortovo

---	--	Tu-104	Tupolev OKB			static test airframe
54 0 0 ?	CCP-L5400	Tu-104	Tupolev OKB	mfd	early55	the first prototype; in Aeroflot c/s with fleet number '25' behind the cockpit; the completed sections were transported to Zhukovski for re-assembly; f/f 17jun55 from Zhukovski; f/n Moscow-Tushino 03jul55, participating in the "Aviation Day" display; underwent factory trials until 12oct55 and state trials 31jan56/15jun56; brought a Soviet government delegation (including the head of the KGB, General of the Army Ivan Serov) to LHR 22mar56; was displayed at the Economic Achievements Exhibition (VDNKh) between late 1956 and 1959; fate unknown (probably scrapped around 1959)

8 Tu-104 and 34 Tu-104A built by Factory No. 135 at Kharkov-Sokolniki from 1955 to 1959

The c/n gives the year of manufacture, factory code (35 for factory 135), the batch number and the number in the batch

5	35 00 01	CCCP-L5412	Tu-104	AFL/Moscow (MUTA)	mfd	30oct55	construction reportedly started by Factory No. 156 in Moscow, completed by Factory No. 135 at Kharkov; 50 pax configuration; f/f 05nov55 from Kharkov to Poltava; completed state trials 28mar56; f/n LHR 25apr56; toc 21may56, had fleet number "29"; rgd 09may56 (according to other sources 31may56); carried out first Tu-104 passenger flight (VKO-OMS-IKT) 15sep56; photo YKS mar57; see c/n 921102 and 021905
		CCCP-42318	Tu-104	AFL/Moscow (MUTA)	rgd	27aug59	confirmed ex CCCP-L5412(1)
		CCCP-42318	Tu-104	AFL/GosNII GVF	trf	25mar64	wfu dec67 after 8,000 cycles; soc 02jan69
		CCCP-42318	Tu-104	AFL/GosNII GA	trf	04jan69	canx may69; used for fatigue trials in water tank at SibNIA reportedly since 1970, tested to destruction
6	35 00 02	CCCP-L5413	Tu-104	AFL/Moscow (MUTA)	f/f	30dec55	had fleet number "27"; 50 pax configuration; f/n LHR 25apr56; toc 17may56; rgd only 21may56 (according to other sources 24apr56); l/n PRG 17jun56
		CCCP-L5413	Tu-104	Aeroflot/LUTTs	trf	01mar58	opb LUTTs (Lyotnyy uchebno-trenirovochnyy tsestr = Flying Training Centre) of AFL/Western Siberia at OVB
		CCCP-L5413	Tu-104	AFL/Moscow (MUTA)	trf	11apr58	
		CCCP-42319	Tu-104	AFL/Moscow (MUTA)	rgd	19dec59	
		CCCP-42319	Tu-104	MAP Zhukovski	trf	05jan77	converted for cargo use, date unknown; underwent fatigue trials in 1973;
							opb LII GKAT; in Aeroflot c/s; soc 14jan77 as life-time expired; canx jun77; trf 21may79 and used as ground instructional airframe by the Kryvyi Rih Aeronautical School, l/n intact 1992, only small parts remained by may98
6	35 00 03	CCCP-L5414	Tu-104	AFL/Moscow (MUTA)	f/f	11may56	in 50 pax configuration; rgd 26jun56; f/n BUD 29jul56; l/n BBU 22aug56
		CCCP-L5414	Tu-104	Aeroflot/LUTTs	trf	unknown	opb LUTTs (Lyotnyy uchebno-trenirovochnyy tsestr = Flying Training Centre) at OVB; severely damaged 19feb58 on the leg from Sverdlovsk to Moscow-Vnukovo of a training flight from Novosibirsk to Moscow when the crew came to the (wrong) opinion that fuel would not be sufficient to reach Vnukovo, decided to divert to Ryazan-Dyagilevo but was not able to find that airfield at night and lost orientation, eventually the aircraft diverted to Savasleika but ran out of fuel on finals and made a forced landing in a forest some 1,500 metres before the runway threshold, all 6 crew escaped; the aircraft was provisionally repaired and ferried from Savasleika to Vnukovo; under repair by ARB-400 at VKO by 01aug58; eventually it was decided to withdraw the aircraft from use
							the new registration was never painted on
		CCCP-42320	Tu-104	Aeroflot/LUTTs	rgd	09may58	Yegoryevskoye ATU GA (Yegoryevsk Technical Aviation College); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow reportedly from 25mar61; soc 23may61 as to become an exhibit; later used as a ground instructional airframe at Yegoryevsk
		CCCP-L5414	Tu-104	AFL/Yegoryevsk ATU	trf	04feb59	had 54 passenger seats, 50 according to MGA document; opb 200 AO; opened the VKO-TBS service 22sep56; f/n VKO 07jun57
6	35 01 01	CCCP-L5415	Tu-104	AFL/Moscow (MUTA)	mfd	24aug56	force-landed wheels-up at Kubinka in early 1959; transferred 04feb59, used as a ground instructional airframe to the Kiev Civil Aviation Engineering Institute (KIIGA); seen oct76/oct02; was soc 25mar61; trf to the Oleg Antonov State Aviation Museum at Kiev (N50.407378 E30.458364) in 2003, still present oct03/oct21
		CCCP-L5415	Tu-104	AFL/Uzbekistan	trf	09apr58	static test airframe
		CCCP-L5415	Tu-104	Soviet AF/AFL c/s	trf	1959	mfd given as 06nov56; rgd 16nov56; 50 pax configuration
6	35 01 02	--	Tu-104	Tupolev OKB			soc 25aug61; trf 05oct61 according to MGA document, see next line
6	35 01 03	CCCP-L5416	Tu-104	AFL/Moscow-VKO	toc	04nov56	VIP aircraft of the Northern Fleet, opb mil. unit 20816 at Severomorsk; wfu aug81 and stored at Olenya/Vysoky (east of Olenyegorsk); restored to airworthy condition within 20 days oct86, f/f 31oct86; ferried via SVO to the Museum of Civil Aviation at Ulyanovsk (N54.289858 E48.234530) 01/11nov86 (officially the last Tu-104 flight ever) and displayed there since, l/n aug24
		CCCP-L5416	Tu-104	AFL/Uzbekistan-TAS	trf	17aug57	not on Soviet register or overhaul list; opb by DA (strategic aviation) at Chkalovskaya; converted in 1977 to, see next line
		CCCP-42322	Tu-104	AFL/Uzbekistan-TAS	rgd	04jul59	opb 43 TsBPIPLS at Ryazan
		CCCP-42322	Tu-104	Sov. Navy/AFL c/s	trf	13dec61	rgd 31may57; 50 pax configuration; f/n PRG jan58; trf 01feb59 to Irkutsk Technical Aviation College (IATU GA); soc 25mar61 as for 'display'; ended up as a static test frame at the TsAGI according to some reports; reported to have been allocated CCCP-42323, although a handwritten listing from VARZ-400 gives this as c/n 6350104, possibly in error
6	35 01 04	"05" red	Tu-104	Soviet Air Force	mfd	30dec56	toc 28feb57; rgd 01mar57; opb 65 LO; 50 pax configuration
		"05" red	Tu-104Sh	Soviet Air Force			f/n TBS 15jun66; trf 20jun69 according to MGA document, see next line
6	35 01 05	CCCP-L5417	Tu-104	AFL/Moscow (MUTA)	toc	19mar57	PO Box A-7541; opb NPO 'Vzlyot' and based at Zhukovski; used as test-bed for the development of missile guidance systems; canx 1977
6	35 02 01	CCCP-L5418	Tu-104	AFL/Moscow (MUTA)	mfd	28feb57	in 50 pax configuration; toc 06apr57; rgd 12jul57
		CCCP-42324	Tu-104	AFL/Uzbekistan-TAS	rgd	13may59	opb LUTTs (Lyotnyy uchebno-trenirovochnyy tsestr = Flying Training Centre) at OVB
		CCCP-42324	Tu-104	AFL/Georgia-TBS	trf	27feb63	opb LUTTs at OVB (disbanded 29jul60); new CoFR issued 22jul59
		CCCP-42324	Tu-104	MRP Kratovo	trf	13feb70	Irkutsk Technical Aviation College; soc 08jan65 as worn out; reportedly trf to the Soviet Navy, but that seems unlikely
7	35 02 02	CCCP-L5434	Tu-104A	AFL/Moscow (MUTA)	mfd	29mar57	in 70 pax configuration; toc 31jul57; rgd 09sep57; opb Vnukovskoye PO; on a photo (date and location unknown) with collapsed nose gear
		CCCP-L5434	Tu-104A	Aeroflot/LUTTs	trf	23apr58	opb Vnukovskoye PO; converted to 100 pax configuration, date unknown
		CCCP-42340	Tu-104A	Aeroflot/LUTTs	rgd	09may58	opb 90 AO (became 90 LO Odesskogo OAO in 1964); f/n VKO 02oct72; regularly rented by the Commander of the Black Sea Fleet but was never transferred to the military; soc 29aug77 as life-time expired
		CCCP-42340	Tu-104A	AFL/IATU GA	trf	20feb63	in 70 passenger configuration; on charge as of 01aug57; opb 200 AORS; brought a Soviet United Nations delegation to the US, arriving at McGuire AFB in the late hours of 04sep57 (was the first Soviet airliner to touch US soil); rgd 09sep57; seen LHR 14sep57; l/n VKO Jun58
7	35 02 03	CCCP-L5437	Tu-104A	AFL/Moscow (MUTA)	mfd	26jun57	opb 200 AORS; f/n jan59; confirmed in register 04feb59
		CCCP-42343	Tu-104A	AFL/Moscow (MUTA)	rgd	18may59	Ulyanovsk Advanced Flying Training College; soc 25mar61 as for use as a ground instructional airframe and canx the same day; used as a ground instructional airframe by the Novosibirsk Flight Training Centre (LUTTs); ended up as a static test frame with the TsAGI according to some reports
		CCCP-42343	Tu-104A	AFL/Ukraine-ODS	trf	02jun61	opb LUTTs at OVB (disbanded 29jul60); new CoFR issued 22jul59
7	35 02 04	CCCP-L5438	Tu-104A	AFL/Moscow (MUTA)	toc	unknown	opb Vnukovskoye PO; converted to 100 pax configuration, date unknown; f/n VKO 02apr60
		CCCP-42344	Tu-104A	AFL/Moscow (MUTA)	rgd	09may58	mfd also given as 23sep57; in 70 pax configuration; toc 02oct57; rgd 14oct57; opb Vnukovskoye PO; f/n DRS 02feb58
		CCCP-42344	Tu-104A	Aeroflot/USHVLP	trf	14dec59	opb Vnukovskoye PO; converted to 100 pax configuration, date unknown
7	35 02 05	CCCP-L5439	Tu-104A	AFL/Moscow (MUTA)	mfd	23aug57	opb 90 AO
		CCCP-42345	Tu-104A	AFL/Moscow (MUTA)	rgd	16mar59	probably opb 90 LO Odesskogo OAO; f/n LGW 22may71; canx 22sep77; soc 30nov77 as life-time expired; see next line
		CCCP-42345	Tu-104A	AFL/Ukraine-ODS	trf	21jul61	modified by 20 ARZ at Pushkin with a nose section of a Tu-16K-10 as a naval navigator trainer for the Tu-16
		CCCP-L5440	Tu-104A	AFL/Moscow (MUTA)	mfd	28sep57	mfd given as 30oct57 !; in 70 passenger configuration; rgd 25nov57; opb 200 AORS; seen BWI mar58
		CCCP-42347	Tu-104A	AFL/Moscow (MUTA)	rgd	04feb59	confirmed in register 13may59; opb 200 AORS; converted to 100 passenger configuration, date unknown
		CCCP-42347	Tu-104A	AFL/Ukraine-ODS	trf	19jul61	opb 90 AO (became 90 LO Odesskogo OAO in 1964); f/n VKO 02oct72
		CCCP-42347	Tu-104A	AFL/GosNII GVF	trf	01mar63	opb Khabarovsk OAO
		CCCP-42347	Tu-104A	AFL/Ukraine-ODS	trf	21mar63	Ulyanovsk Advanced Flying Training College; soc 27dec77 as life-time expired
		CCCP-42347	Tu-104Sh2	Sov. Navy/AFL c/s			in 70 passenger configuration; toc 07dec57; rgd 08jan58; opb 200 AORS; f/n LHR 29mar58; made a route-proving flight from SVO to AMS 07jul58; w/o in the late hours of 15aug58 on the leg from Khabarovsk to Irkutsk of a flight from Khabarovsk to Moscow when climbed to 12,000 metres (which was 300 metres above the nominal ceiling with the given weight) in order to circumvent a thunderstorm when probably encountered severe turbulence, stalled, entered a spin which the crew was not able to recover, crashed in a forest 31 km north-west of Talakan (at N49°48' E132°57') and exploded, all 10 crew members and 54 passengers were killed; t/t 1,041 hours and 401 cycles; soc 19dec58
7	35 03 02	CCCP-L5441	Tu-104A	AFL/Moscow (MUTA)	toc	02oct57	not taken up before the accident
		CCCP-42348	Tu-104A	AFL/Moscow (MUTA)	rgd	09may58	in 70 passenger configuration (was not upgraded); toc 23jan58; rgd 22mar58; f/n FRA 25apr58
		CCCP-42348	Tu-104A	AFL/Ukraine-ODS	trf	06jun61	or 26oct60 ? (month difficult to read in the MGA listing); opb 204 AORS at OVB
		CCCP-42348	Tu-104A	AFL/Far East-KHV	trf	11feb73	on charge as of 01may61; Ulyanovsk Advanced Flying Training College; opb 2 AO; soc 28feb78 as life-time expired and canx the same day; was used as a café at the central alley of Molodyozhny Park at Ulyanovsk; damaged by arson around 1983
		CCCP-42348	Tu-104A	Aeroflot/USHVLP	trf	01mar62	toc 28feb58; f/n BUFD 02apr58; rgd 04apr58; 70 pax configuration; seen HND 12apr58; l/n LHR 16may59
8	35 04 01	CCCP-L5445	Tu-104A	AFL/Georgia-TBS	trf	08apr64	converted to 100 pax configuration, date unknown
		CCCP-42352	Tu-104A	AFL/Moscow (MUTA)	mfd	15mar58	Ulyanovsk Advanced Flying Training College; photo in 'Krylia Rodiny' mar63
		CCCP-42352	Tu-104A	AFL/Moscow (MUTA)	rgd	12feb60	soc 28feb78 as life-time expired and canx same date
8	35 04 02	CCCP-L5446	Tu-104A	AFL/Georgia-TBS	mfd	29mar58	rgd 26mar58; toc 20mar59; 70 pax configuration; f/n BUD 16may58
		CCCP-L5446	Tu-104A	AFL/Uzbekistan-TAS	trf	16apr59	trf 16jan61 as a ground instructional airframe for the Omsk Technical Aviation College (OLTU GA), canx and soc 25mar61; l/n mar73
		CCCP-42346	Tu-104A	AFL/Uzbekistan-TAS	rgd	1958	toc 06apr58; rgd 06may58; 70 pax configuration
		CCCP-42346	Tu-104A	AFL/Ukraine-ODS	trf	07feb63	converted to 100 pax configuration, date unknown
8	35 04 03	CCCP-42379	Tu-104A	AFL/Moscow (MUTA)	mfd	26apr58	f/n LED 09jul70; soc 27mar78 as life-time expired and canx same date; l/n ZIA 16aug92/04sep93, dumped; gone by 1995
		CCCP-42379	Tu-104A	AFL/Moscow-DME	trf	16mar66	toc 07may58; 70 pax configuration; rgd 17may58
							converted to 85 pax configuration, date unknown; f/n VKO 30jun70

		CCCP-42379	Tu-104A	AFL/East Sib.-IKT	trf	24apr72	opb 201 LO; w/o 18may73 on the leg from Irkutsk to Chita of a flight from Moscow to Chita when was blown up at an altitude of 6,500 metres by a hijacker demanding to be flown to China (the hijacker detonated his bomb when the 'sky-marshal' shot at him) and crashed in the taiga 97 km west of Chita, all 9 crew and 72 passengers killed; t/t 19,329 hours and 8,841 cycles; soc 06jun73 toc 03jun58; rgd 05aug58; 70 pax configuration, later converted to 100 pax configuration, date unknown
8 35 04 04	CCCP-42380 CCCP-42380 CCCP-42380	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Ukraine-ODS AFL/Georgia-TBS	mfd trf trf	27may58 02jan62 29oct66		f/n LED 01aug70; directorate not mentioned in MGA document; soc 27sep77 as life-time expired fuselage went to Kazan in exchange for Kazan-built set of wings toc 06apr57; rgd 24apr57; 50 pax configuration
. 35 04 05	--	Tu-104A					
7 35 05 01	CCCP-L5435 CCCP-L5435 CCCP-L5435 CCCP-42341 CCCP-42341 CCCP-L5436 CCCP-L5436 CCCP-L5436	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Uzbekistan AFL/Georgia-TBS AFL/Georgia-TBS Soviet Navy AFL/Moscow (MUTA) AFL/West Siberia Aeroflot/LUTTs	mfd trf trf rgd trf mfd trf trf	30mar57 23dec57 29apr59 27jun59 07dec61 31may57 24feb58 unknown		trf 06oct61 according to MGA document, see next line opb Black Sea Fleet at Mykolayiv; l/n SVX 13may70 in 50 pax configuration; toc 07jun57; rgd 04jul57
7 35 05 02	CCCP-42342 CCCP-42342 CCCP-42342	Tu-104A Tu-104A Tu-104A	Aeroflot/LUTTs AFL/Northern-LED Sov. Navy/AFL c/s	rgd trf trf	09may58 24jul59 15dec61		opb LUTTs (Lyotnyy uchebno-trenirovochnyy tsentr = Flying Training Centre) at OVB; trf not mentioned in the MGA document, but the operation of the aircraft by LUTTs is confirmed opb LUTTs at OVB opb Leningradski OAO; new CoFR issued 02oct59 on the basis of a decree of the Council of Ministers dated 06oct61; opb military unit 20816 of the Baltic Fleet at Pushkin
	CCCP-42342	Tu-104Sh1	Sov. Navy/AFL c/s				converted in 1963; rebuilt by 20 ARZ at Pushkin with the nose section of a Tu-16K-10 in 1963 as a navigator trainer for Tu-16 crews
	CCCP-42342	Tu-104Sh2	Sov. Navy/AFL c/s				converted in 1975; rebuilt with the nose section of a Tu-22M2 in 1975 as a navigatortrainer for Tu-22M crews; seen Pushkin 1980; broken up at Pushkin nov83
7 35 05 03	--	Tu-104A					assemblies went to Omsk for their Tu-104A programme
7 35 05 04	--	Tu-104A					assemblies went to Omsk for their Tu-104A programme
. 35 05 05	not known	Tu-104A	history unknown				not on Soviet register or overhaul list, was this built ?
8 35 06 01	CCCP-42381 CCCP-42381 CCCP-42381 CCCP-42382 CCCP-42382 CCCP-42382 CCCP-42382 CCCP-42382 CCCP-42382	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Georgia-TBS AFL/Uzbekistan-TAS AFL/Far East-KHV AFL/Moscow (MUTA) AFL/Northern-LED Aeroflot/USHVLP AFL/Northern-LED AFL/West Siberia	mfd trf trf mfd trf trf trf trf trf	27jun58 29apr59 27feb65 29jun58 07may67 08dec67 12may68 12apr77		toc 03jul58; rgd 05aug58; 70 pax configuration converted to 85 pax configuration, date unknown soc 27jul78 as life-time expired toc 02jul58; rgd 05aug58; 70 pax configuration; f/n LHR 05may59 converted to 100 pax configuration, date unknown Ulyanovsk Advanced Flying Training College
8 35 06 03	CCCP-42383 CCCP-42383	Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Northern-LED	mfd trf	31jul58 31mar63		flew from Novosibirsk-Tolmachovo to Novosibirsk-Berdsk airfield (N54.739052 E83.097838) in 1978 and is preserved at its perimeter since (was to be the first aircraft for a proposed museum which did not materialise); soc 23aug78 as life-time expired; seen aug96/feb12 in quite good condition (even the tyres are kept fully inflated), the cockpit has seen much better days but restoration started in 2009, the cabin is full of spare parts and a selection of uniforms; l/n may23
8 35 06 04	CCCP-42384 CCCP-42384	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Far East-KHV	mfd trf	16aug58 25feb70		toc 05aug58; rgd 20aug58; 70 pax configuration converted to 100 pax configuration, date unknown; f/n LHR 17apr68; l/n LED 01aug70; soc 28feb78 as-life-time expired and canx same date
8 35 06 05	CCCP-42385	Tu-104A	AFL/Moscow (MUTA)	mfd	30aug58		toc 21aug58; rgd 11nov58; 70 pax configuration; f/n LHR 06jun59 converted to 85 pax configuration, date unknown; soc 22sep78 as life-time expired toc 06sep58; rgd 11nov58; 70 pax configuration; converted by ARZ-400 to Tu-104V with 100 seats; f/f as such 11aug62
8 35 07 01	CCCP-42385 CCCP-42385 CCCP-42386	Tu-104A Tu-104A Tu-104A	AFL/Northern-LED AFL/East Sib.-IKT Soviet Gvt/AFL c/s	trf trf mfd	07jun67 07may77 30sep58		f/n LED 27may70 soc 25oct78 as life-time expired first reported in East Germany (probably at Brand) 04mar59 with Soviet leader Khrushchov; 64 pax configuration (salon) rgd 31jul59
	CCCP-42386 CCCP-42386 CCCP-42386 CCCP-42386 CCCP-42387	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Moscow (MUTA) MAP Zhukovski Soviet AF/AFL c/s	toc trf trf trf mfd	01aug59 01oct59 21jul60 29jul60 31oct58		opb 235 OAO at VKO from 01oct59 until 21jul60 trf 16aug60 according to MGA document and confirmed as donated 02dec60, see next line opb LII GKAT; canx 12may81
8 35 07 02							not on Soviet register !; reportedly ex "05" red; based at Akhtubinsk; contrary to some reports, it was not the personal plane of Marshall Georgi Zhukov (Zhukov had to leave the post of defence minister already 26oct57); f/n SVO 09apr72; ferried to Ozyornoye (Ukraine) for preservation probably in 1981 (not in 1983 as sometimes reported); preserved in Yuri Gagarin Park at Zhytomyr (N50.246881 E28.664326), initially used as a children's cinema, seen jan83/12oct21
8 35 07 03	CCCP-42388	Tu-104A	AFL/Uzbekistan-TAS	mfd	30nov58		toc 31dec58; rgd 04feb59; 70 pax configuration; dbr 17sep61 on a heavy landing at Tashkent; trf 11may63 and used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA); soc 11may66 as a 'monument'; was preserved near Bauska (Latvia) since the 1980s; scrapped in the early 1990s
8 35 07 04	CCCP-42389 CCCP-42389 CCCP-42389 "47" red	Tu-104A Tu-104A Tu-104A Tu-104AK	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Moscow (MUTA) Soviet Air Force	mfd trf trf trf	24jan59 01oct59 23apr60 27jun67		toc 27jan59; rgd 05feb59; 70 pax configuration transferred as of; opb 235 OAO at VKO until 21jul60, see trf next line f/n LHR 28oct61; soc 14sep66, see next line based at Chkalovski and used for cosmonaut training; wfu probably in 1979; preserved in the factory museum at Kharkov-Sokolniki (N50.026193 E36.265325), f/n 15jul93; l/n sep12
8 35 07 05	CCCP-42390	Tu-104A	AFL/Moscow (MUTA)	f/f	28dec58		mdf 24jan59 ?; toc by GVF Special Flight Unit (aon) 28jan59; rgd 05feb59; 70 pax configuration; f/n LHR 13mar59; l/n HND 23sep59
	CCCP-42390 CCCP-42390	Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/Moscow (MUTA)	trf trf	unknown 09jun60		on charge as of 01oct59; opb 235 OAO at VKO until 09jun60 trf to 207 Flight Unit 06jun60 and to 200 Flight Unit 25jun62; not canx from Soviet register; soc 14nov66, see next line
	"46" red	Tu-104AK	Soviet Air Force				based at Chkalovski and used for cosmonaut training; flew 2,313 zero-g flights; t/t 9,861 hours 14 minutes and 5,051 cycles; last flight 16jan79 (to Monino); preserved in the Russian Air Force museum at Monino (N55.831732 E38.180347) seen apr91; l/n "sep22
9 35 08 01	CCCP-42391	Tu-104A	AFL/Moscow (MUTA)	mfd	31jan59		toc 06feb59; rgd 18feb59; 70 pax configuration; f/n LHR 23may59; soc 17dec62 and canx 02mar63 as trf to Czechoslovakia
	OK-NDF 'I-DIWN' OK-NDF	Tu-104A Tu-104A Tu-104A	CSA Alitalia CSA	d/d PRG	25feb63 02mar76		named 'České Budejovice'; rgd 02may63 received this fake registration and full Alitalia c/s on the port side for a movie in 1975/76 canx 22sep76; became a restaurant near Olomouc in the 1980s (N49.597963 E17.245897) Czechia, the restaurant closed end 1990s early 2000s; still present may12 in faded red/white c/s with grey undersides; in the process of being moved to Zruc Airpark sep12; seen Zruc nov12; by early 2013 they commenced painting of the aircraft, port side in original Aeroflot c/s with registration CCCP-42391, starboard side in full CSA c/s from the 1960s; seen sep15; l/n sep24
9 35 08 02	CCCP-42392 CCCP-42392 CCCP-42392	Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Moscow (MUTA) AFL/Far East-KHV	mfd trf trf	20feb59 15jul59 31jan63		toc 06mar59; rgd 17apr59; 70 pax configuration converted to 85 pax configuration, date unknown; f/n AMS 29jul61 reported Tashkent 02mar74 in incident report when ran off the side of the runway at night after landing on icy runway; soc 24jan79 as life-time expired
9 35 08 03	CCCP-42393 CCCP-42393 CCCP-42393 CCCP-42393	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Ukraine-ODS	mfd trf trf trf	31mar59 15jul59 31jan63 20may67		toc 05apr59; rgd 17apr59; 70 pax configuration f/n LHR 26sep59; converted to 100 pax configuration, date unknown
9 35 08 04	CCCP-42394	Tu-104A	AFL/Moscow (MUTA)	mfd	10may59		soc 28apr79 as life-time expired; canx 17aug79; used as a cinema in the Central Culture & Recreation Park at Odessa since 18aug79, burnt out and scrapped in 1988
9 35 08 05	CCCP-42394 CCCP-42394 CCCP-42395 CCCP-42395 CCCP-42395	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	Soviet AF/AFL c/s MRP Solntsevo AFL/Moscow (MUTA) AFL/International AFL/East Siberia	trf rgd mfd trf trf	14sep71 07mar75 29may59 15feb64 25mar72		toc 11may59; rgd 14jul60; 70 pax configuration; displayed at the Economic Achievements Exhibition (VDNKh) at Moscow 24jun59/jul62; trf 09jan61 to GK NII VVS, see next line opb Air Force Research Institute (NII VVS) in Aeroflot c/s; canx as trf back to the Soviet Air Force; was based at Zhukovski toc 15jun59; rgd 23jun59; 70 pax configuration; f/n LHR 25jul59; based at SVO from 05jan60 l/n ARN 05jul71;
9 35 09 01	CCCP-42396	Tu-104A	AFL/Moscow (MUTA)	mfd	23jun59		soc 26jun79 as life-time expired; was preserved near the dam of the Irkutskoye vodokhranilishche reservoir (on the right bank of the Angara river) at Irkutsk; destroyed by arson and scrapped in 52 passenger configuration (salon); rgd 31jul59; toc 01aug59; opb 235 AON at VKO; f/n LHR 14sep59 en route to Andrews AFB, USA
	CCCP-42396 CCCP-42396 CCCP-42396	Tu-104A Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/Moscow (MUTA) MAP LII Zhukovski	trf trf trf	14nov59 16jun60 1960		opb 235 OAO at VKO
9 35 09 02	CCCP-42397 CCCP-42397 CCCP-42397	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International AFL/East Siberia	toc trf trf	04aug59 15feb64 15jul73		based on a decree by the Council of Ministers dated 16aug60; converted to a zero-gravity trainer in 1961/62; used for trials of the air lock of the "Voskhod-2" spacecraft in 1964/65; canx 12may8. (year unknown but probably 1980); was preserved in a park at Zhukovski, seen in 1980; burnt out and scrapped probably in the late 1980s
9 35 09 03	CCCP-42397 CCCP-42398 CCCP-42398 CCCP-42398	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/International AFL/Ukraine	mfd trf trf trf	14aug59 15feb64 11may71		mfd 14aug59 ?; rgd 05sep59; 70 pax configuration; f/n LHR 19aug59; based at SVO since 05jan60 l/n LED jan78; soc 30nov78 as life-time expired toc 22aug59; f/n LHR 29aug59; rgd 05sep59; 70 pax configuration; based at SVO since 05jan60 f/n HEL mar70
9 35 09 04	CCCP-42455 CCCP-42455 CCCP-42455	Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Georgia-TBS AFL/Ukraine-ODS	toc trf trf	09oct59 02feb62 18oct77		soc 16nov79 as life-time expired and canx same date; was preserved in Yaroslavl on the peninsula between the rivers Volga and Kotorosl since late 1979, f/n aug84; scrapped in 1988 rgd 29oct59; 70 pax configuration, later converted to 100 pax configuration, date unknown f/n LED 30oct72
9 35 09 05	CCCP-42456 CCCP-42456	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International	toc trf	08oct59 15feb64		soc 20sep79 as life-time expired; was preserved at Vinnitsa, next to the Central Bus Station at ul. Kievskaya, used as a children's cinema until 1986 and then left to its fate, removed in autumn 1991 and scrapped (later a church was built on the same site) rgd 29oct59; 70 pax configuration; f/n LHR 06dec59 used for trials by CAA operating from LHR 1966; l/n LED 01aug70

2 Tu-102 and 57 Tu-104A built by Factory No. 166 at Omsk from 1956 to 1960

The c/n gives the year of manufacture, factory code (66 for factory 166), the batch number and the number in the batch

6 66 001 01	CCCP-L5419	Tu-104	AFL/Moscow (MUTA)	rgd	13oct56	f/n VKO 1957; 50 pax configuration opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) of AFL/Western Siberia at OVB; made the first scheduled flight there (OVB-VKO) 12jul57; on charge as of 01aug57 according to MGA document; l/n VKO jun58
	CCCP-L5419	Tu-104	Aeroflot/LUTTs	trf	12jul57	
6 66 001 02	CCCP-42325	Tu-104	AFL/VAU	trf	unknown	on charge as of 01oct59; Higher Aviation College; soc 25mar61 as for 'display'; registration was seen in a film, although it is not confirmed that it was this actual aircraft in 50 pax configuration; opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) at OVB opb LUTTs at OVB until 02may60; new CoFR issued 24jun59
	CCCP-L5420	Tu-104	Aeroflot/LUTTs	rgd	13dec56	
	CCCP-42326	Tu-104	Aeroflot/LUTTs	rgd	09may58	
	CCCP-42326	Tu-104LL	AFL/Northern-LED MAP Mikoyan OKB	trf	12feb63 16jun66	
6 66 002 01	CCCP-L5421	Tu-104A	SNKh Zhukovski	mfd	26nov56	flying test-bed with a long nose for trials of the "Zaslon" radar; in Aeroflot c/s; canx 11mar77; was dumped at Zhukovskii (N55.562417 E38.162210), seen aug92/aug95 (a photo in faded c/s is dated as late as 2010); reportedly scrapped in 2011 or 2012, no longer visible on Google Earth since 09may13 on charge as of 01jan57; Tu-104A prototype; 70 pax configuration; based at IKT since 25apr57; f/n VKO 10jul57; set several world records sep57
	CCCP-L5421	Tu-104A	AFL/East Sib.-IKT	trf	12dec57	
	CCCP-L5421	Tu-104A	AFL/GosNII GVF	rgd	31jan58	
	CCCP-42327	Tu-104A	AFL/GosNII GVF AFL/East Sib.-IKT	rgd trf	28jan60 19sep67	
6 66 002 02	CCCP-L5422	Tu-104A	Aeroflot/LUTTs	toc	24feb57	rgd 25nov67; photo ALA 1968; w/o 09feb76 on a flight from Irkutsk to Leningrad when lost control immediately after take-off (probably the wing-flap system had failed) and crashed into deep snow 180 m behind the runway threshold and 129 m right of its extended centreline, 9 of the 10 crew and 15 of the 105 passengers killed, 1 crew and 78 passengers injured (only 12 passengers escaped unhurt); t/t 22,069 hours and 10,308 cycles; canx apr76; soc 07jun76 in 50 pax configuration; rgd 01mar57; opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) at OVB opb LUTTs at OVB (disbanded 29jul60); new CoFR issued 01feb60; soc 21oct60 and trf to the Riga Aviation Institute (RKII GA) for use as a ground instructional airframe; h/o to the famous agricultural co-operative "Nakotne" in the Jelgava district of Latvia probably in the mid-1970s, was preserved at the sports airfield at Nakotne (seen jun78/jun83); damaged by fire probably in 1989 and scrapped in the early 1990s; the cockpit is preserved in Latvijas Aviācijas Tehnikas Muzejs at Riga, seen aug12/06jun19 c/n from MGA document, first digit given as '6' in register; rgd 26mar57; 50 pax configuration; f/n LBG 01jun57
	CCCP-42328	Tu-104A	Aeroflot/LUTTs	rgd	09may58	
7 66 002 03	CCCP-L5423	Tu-104A	AFL/Moscow (MUTA)	toc	15mar57	on charge as of 01may61; Ulyanovsk Advanced Flying Training College; trf 28aug61 to the Air Force and confirmed by order dated 06oct61, according to MGA document; f/n Sperebneg 19aug74; l/n Sperebneg 08jun77; Belarus reports say it was transferred to the 170th naval missile carrying aviation regiment of the Navy Air Force in Bykhov; after soc it was installed in the "Sun" playground of the Bykhov military garrison where it housed an aircraft modelling club; it was damaged by fire in the autumn of 1993 and was finally removed by 1995; reported 06oct95 as a fire-trainer at Bykhov but the fire damage may have been the result of the previous fire
	CCCP-L5423	Tu-104A	AFL/West Sib.-OVB	trf	12aug57	
	CCCP-42329	Tu-104A	AFL/West Sib.-OVB Aeroflot/UshVLP	rgd trf	14aug59 unknown	
	CCCP-42329	Tu-104A	Soviet Navy	trf	25nov61	
7 66 003 01	CCCP-L5424	Tu-104A	AFL/Moscow (MUTA)	toc	07apr57	50 pax configuration rgd 11jun57 trf 25aug61 to the Air Force and confirmed by order dated 06oct61, according to MGA document, see next line c/n and transfer to the Armed Forces mentioned in Soviet register but not the registration; equipped with an "EN" radar (from the K-10) in the nose; opb ou 143 mrad at Kamenny Ruchey and used as staff aircraft in the 1970s and early 1980s; f/n LED 26mar72; wfu 1981; used as a café in the centre of nearby Mongokhto since around 1984; destroyed by arson and scrapped in 1994 tactical military transport; factory trials started sep58; underwent state trials with the NII VVS in summer 1959/spring 1960; then trf to the Ryazan paratroop school; helped to establish several world records in parachuting 29sep65; photos shows no marks apart from the c/n and a red star in 50 pax configuration; rgd 10jul57; opb Irkutski OAO opb Khabarovsk OAO opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) at OVB from 09may58 (disbanded 29jul60); new CoFR issued 12mar60 trf not mentioned in the MGA document, but the operation of the aircraft by 44 LORS at OVB is confirmed (44 LORS may have been subordinated to ShVLP, however); when 44 LORS was disbanded 08feb63 the aircraft was ordered to be trf to Baratayevka; soc 30sep64 as trf to p/y/a 82 for trials, see next line
	CCCP-L5424	Tu-104A	AFL/East Sib.-IKT	trf	25apr57	
	CCCP-42330	Tu-104A	AFL/East Sib.-IKT	rgd	unknown	
	CCCP-42330	Tu-104Sh	Sov. Navy/AFL c/s	trf	25nov61	
7 66 003 02	no code	Tu-107	Soviet Air Force	mfd	1958	
7 66 003 03	CCCP-L5425	Tu-104A	AFL/East Sib.-IKT	toc	09may57	upgraded to 85 pax configuration, date unknown (CoFR renewal); photo CEK 1974; soc 27sep77 as life-time expired 50 pax configuration; rgd 10jul57; based at KHV from 28jan58; later reportedly trf to the Novosibirsk Flight Training Centre (LUTTs), but transfer not mentioned in an MGA document new CoFR issued 11apr61; trf to the military 06oct61 according to an MGA document, see next line according to other sources 25nov61; opb ou 25 mrad at Vladivostok-Knevichi; w/o 07feb81 on the first leg of a flight from Pushkin to Vladivostok-Knevichi with high-ranking officers of the Pacific Fleet (among them 16 admirals and generals) on board when took off with the MTOV exceeded by 2,500 kg and the centre of gravity out of the envelope (too far aft), lifted off with a speed 25 km/h lower than required and the pilots increased the angle of attack energetically, the aircraft stalled at a height of some 45-50 metres, banked to the right and crashed half-inverted some 500 metres from the runway threshold, all 6 crew and 44 passengers killed; this was the last Tu-104 that crashed rgd 09sep57; 70 pax configuration; f/n VKO 1957; l/n VKO jun58 upgraded to 85 pax configuration, date unknown; canx may77 and soc 27sep77 as life-time expired rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo in Putnam book (CoFR renewal); f/n DME 19aug75; was overloaded by five tonnes and failed to lift on take-off from Chita 17jul76, hitting an embankment at the end of the runway; soc 05aug76 and canx sep76 rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown (CoFR renewal); photo 09feb63; canx 22sep77 and soc 30nov77 as life-time expired reported as such on VZLU website as used in tests for the measurement of fuel consumption, the length of take-off and landing runs named 'Praha'; started scheduled flights 09dec57; rgd 12nov57; last flight 14sep73 to Kbely; canx 29sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), l/n jul07, all markings removed; seen again 02may08 freshly painted; l/n aug24 named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling accident; canx 24aug63 named 'Bmo'; rgd same date received this fake registration and full Aeroflot c/s for a movie in 1975/76 canx 22sep76; preserved at Touzim, Czechia, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05 on the left side only; l/n may24 toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown (CoFR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired 70 pax configuration; rgd 17mar58 (CoFR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown rgd 17sep59 soc 27mar78 as life-time expired and canx same date rgd 06may58; 70 pax configuration; f/n VKO 1958
	CCCP-L5425	Tu-104A	AFL/Far East-KHV	trf	24feb58	
	CCCP-42331	Tu-104A	Aeroflot/LUTTs	rgd	09may58	
	CCCP-42331	Tu-104A	AFL/West Siberia ?	trf	1960 ?	
7 66 004 01	CCCP-42331	Tu-104A	MAP SibNIA	trf	30sep64	was already f/n PRG aug57; rgd 09sep57; 70 pax configuration upgraded to 85 pax configuration, date unknown (CoFR renewal); photo CEK 1974; soc 27sep77 as life-time expired 50 pax configuration; rgd 10jul57; based at KHV from 28jan58; later reportedly trf to the Novosibirsk Flight Training Centre (LUTTs), but transfer not mentioned in an MGA document new CoFR issued 11apr61; trf to the military 06oct61 according to an MGA document, see next line according to other sources 25nov61; opb ou 25 mrad at Vladivostok-Knevichi; w/o 07feb81 on the first leg of a flight from Pushkin to Vladivostok-Knevichi with high-ranking officers of the Pacific Fleet (among them 16 admirals and generals) on board when took off with the MTOV exceeded by 2,500 kg and the centre of gravity out of the envelope (too far aft), lifted off with a speed 25 km/h lower than required and the pilots increased the angle of attack energetically, the aircraft stalled at a height of some 45-50 metres, banked to the right and crashed half-inverted some 500 metres from the runway threshold, all 6 crew and 44 passengers killed; this was the last Tu-104 that crashed rgd 09sep57; 70 pax configuration; f/n VKO 1957; l/n VKO jun58 upgraded to 85 pax configuration, date unknown; canx may77 and soc 27sep77 as life-time expired rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo in Putnam book (CoFR renewal); f/n DME 19aug75; was overloaded by five tonnes and failed to lift on take-off from Chita 17jul76, hitting an embankment at the end of the runway; soc 05aug76 and canx sep76 rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown (CoFR renewal); photo 09feb63; canx 22sep77 and soc 30nov77 as life-time expired reported as such on VZLU website as used in tests for the measurement of fuel consumption, the length of take-off and landing runs named 'Praha'; started scheduled flights 09dec57; rgd 12nov57; last flight 14sep73 to Kbely; canx 29sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), l/n jul07, all markings removed; seen again 02may08 freshly painted; l/n aug24 named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling accident; canx 24aug63 named 'Bmo'; rgd same date received this fake registration and full Aeroflot c/s for a movie in 1975/76 canx 22sep76; preserved at Touzim, Czechia, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05 on the left side only; l/n may24 toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown (CoFR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired 70 pax configuration; rgd 17mar58 (CoFR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown rgd 17sep59 soc 27mar78 as life-time expired and canx same date rgd 06may58; 70 pax configuration; f/n VKO 1958
	CCCP-L5427	Tu-104A	AFL/Moscow (MUTA)	toc	31jul57	
	CCCP-L5427	Tu-104A	AFL/East Sib.-IKT	trf	20sep57	
	CCCP-42333	Tu-104A	AFL/East Sib.-IKT	rgd	05may62	
7 66 004 02	CCCP-L5426	Tu-104A	AFL/Far East-KHV	toc	26jun57	new CoFR issued 11apr61; trf to the military 06oct61 according to an MGA document, see next line according to other sources 25nov61; opb ou 25 mrad at Vladivostok-Knevichi; w/o 07feb81 on the first leg of a flight from Pushkin to Vladivostok-Knevichi with high-ranking officers of the Pacific Fleet (among them 16 admirals and generals) on board when took off with the MTOV exceeded by 2,500 kg and the centre of gravity out of the envelope (too far aft), lifted off with a speed 25 km/h lower than required and the pilots increased the angle of attack energetically, the aircraft stalled at a height of some 45-50 metres, banked to the right and crashed half-inverted some 500 metres from the runway threshold, all 6 crew and 44 passengers killed; this was the last Tu-104 that crashed rgd 09sep57; 70 pax configuration; f/n VKO 1957; l/n VKO jun58 upgraded to 85 pax configuration, date unknown; canx may77 and soc 27sep77 as life-time expired rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo in Putnam book (CoFR renewal); f/n DME 19aug75; was overloaded by five tonnes and failed to lift on take-off from Chita 17jul76, hitting an embankment at the end of the runway; soc 05aug76 and canx sep76 rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown (CoFR renewal); photo 09feb63; canx 22sep77 and soc 30nov77 as life-time expired reported as such on VZLU website as used in tests for the measurement of fuel consumption, the length of take-off and landing runs named 'Praha'; started scheduled flights 09dec57; rgd 12nov57; last flight 14sep73 to Kbely; canx 29sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), l/n jul07, all markings removed; seen again 02may08 freshly painted; l/n aug24 named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling accident; canx 24aug63 named 'Bmo'; rgd same date received this fake registration and full Aeroflot c/s for a movie in 1975/76 canx 22sep76; preserved at Touzim, Czechia, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05 on the left side only; l/n may24 toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown (CoFR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired 70 pax configuration; rgd 17mar58 (CoFR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown rgd 17sep59 soc 27mar78 as life-time expired and canx same date rgd 06may58; 70 pax configuration; f/n VKO 1958
	CCCP-42332	Tu-104A	AFL/Far East-KHV	trf	21jan59	
CCCP-42332	Tu-104A	Sov. Navy/AFL c/s	trf	28nov61		
7 66 004 03	CCCP-L5428	Tu-104A	AFL/East Sib.-IKT	toc	10aug57	upgraded to 85 pax configuration, date unknown; canx may77 and soc 27sep77 as life-time expired rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo in Putnam book (CoFR renewal); f/n DME 19aug75; was overloaded by five tonnes and failed to lift on take-off from Chita 17jul76, hitting an embankment at the end of the runway; soc 05aug76 and canx sep76 rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown (CoFR renewal); photo 09feb63; canx 22sep77 and soc 30nov77 as life-time expired reported as such on VZLU website as used in tests for the measurement of fuel consumption, the length of take-off and landing runs named 'Praha'; started scheduled flights 09dec57; rgd 12nov57; last flight 14sep73 to Kbely; canx 29sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), l/n jul07, all markings removed; seen again 02may08 freshly painted; l/n aug24 named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling accident; canx 24aug63 named 'Bmo'; rgd same date received this fake registration and full Aeroflot c/s for a movie in 1975/76 canx 22sep76; preserved at Touzim, Czechia, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05 on the left side only; l/n may24 toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown (CoFR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired 70 pax configuration; rgd 17mar58 (CoFR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown rgd 17sep59 soc 27mar78 as life-time expired and canx same date rgd 06may58; 70 pax configuration; f/n VKO 1958
	CCCP-42334	Tu-104A	AFL/East Sib.-IKT	trf	30may59	
7 66 005 01	CCCP-L5429	Tu-104A	AFL/East Sib.-IKT	toc	06sep57	rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo in Putnam book (CoFR renewal); f/n DME 19aug75; was overloaded by five tonnes and failed to lift on take-off from Chita 17jul76, hitting an embankment at the end of the runway; soc 05aug76 and canx sep76 rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown (CoFR renewal); photo 09feb63; canx 22sep77 and soc 30nov77 as life-time expired reported as such on VZLU website as used in tests for the measurement of fuel consumption, the length of take-off and landing runs named 'Praha'; started scheduled flights 09dec57; rgd 12nov57; last flight 14sep73 to Kbely; canx 29sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), l/n jul07, all markings removed; seen again 02may08 freshly painted; l/n aug24 named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling accident; canx 24aug63 named 'Bmo'; rgd same date received this fake registration and full Aeroflot c/s for a movie in 1975/76 canx 22sep76; preserved at Touzim, Czechia, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05 on the left side only; l/n may24 toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown (CoFR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired 70 pax configuration; rgd 17mar58 (CoFR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown rgd 17sep59 soc 27mar78 as life-time expired and canx same date rgd 06may58; 70 pax configuration; f/n VKO 1958
	CCCP-42335	Tu-104A	AFL/East Sib.-IKT	rgd	11sep62	
7 66 005 02	CCCP-L5430	Tu-104A	AFL/East Sib.-IKT	toc	06oct57	rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown (CoFR renewal); photo 09feb63; canx 22sep77 and soc 30nov77 as life-time expired reported as such on VZLU website as used in tests for the measurement of fuel consumption, the length of take-off and landing runs named 'Praha'; started scheduled flights 09dec57; rgd 12nov57; last flight 14sep73 to Kbely; canx 29sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), l/n jul07, all markings removed; seen again 02may08 freshly painted; l/n aug24 named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling accident; canx 24aug63 named 'Bmo'; rgd same date received this fake registration and full Aeroflot c/s for a movie in 1975/76 canx 22sep76; preserved at Touzim, Czechia, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05 on the left side only; l/n may24 toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown (CoFR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired 70 pax configuration; rgd 17mar58 (CoFR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown rgd 17sep59 soc 27mar78 as life-time expired and canx same date rgd 06may58; 70 pax configuration; f/n VKO 1958
	CCCP-42336	Tu-104A	AFL/East Sib.-IKT	rgd	05may62	
7 66 005 03	OK-1956	Tu-104A	CSA		1957	reported as such on VZLU website as used in tests for the measurement of fuel consumption, the length of take-off and landing runs named 'Praha'; started scheduled flights 09dec57; rgd 12nov57; last flight 14sep73 to Kbely; canx 29sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), l/n jul07, all markings removed; seen again 02may08 freshly painted; l/n aug24 named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling accident; canx 24aug63 named 'Bmo'; rgd same date received this fake registration and full Aeroflot c/s for a movie in 1975/76 canx 22sep76; preserved at Touzim, Czechia, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05 on the left side only; l/n may24 toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown (CoFR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired 70 pax configuration; rgd 17mar58 (CoFR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown rgd 17sep59 soc 27mar78 as life-time expired and canx same date rgd 06may58; 70 pax configuration; f/n VKO 1958
	OK-LDA	Tu-104A	CSA	d/d	02nov57	
7 66 006 01	OK-LDB	Tu-104A	CSA	d/d	03dec57	named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling accident; canx 24aug63
7 66 006 02	OK-LDC 'CCCP-87786' OK-LDC	Tu-104A Tu-104A Tu-104A	CSA Aeroflot CSA	d/d	30dec57	named 'Bmo'; rgd same date received this fake registration and full Aeroflot c/s for a movie in 1975/76 canx 22sep76; preserved at Touzim, Czechia, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05 on the left side only; l/n may24 toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown (CoFR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired 70 pax configuration; rgd 17mar58 (CoFR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown rgd 17sep59 soc 27mar78 as life-time expired and canx same date rgd 06may58; 70 pax configuration; f/n VKO 1958
7 66 006 03	CCCP-L5431	Tu-104A	AFL/East Sib.-IKT	rgd	21feb58	Ulyanovsk Advanced Flying Training College
8 66 007 01	CCCP-42337	Tu-104A	AFL/East Sib.-IKT	rgd	06may62	Ulyanovsk Advanced Flying Training College
	CCCP-L5432	Tu-104A	AFL/East Siberia	toc	06feb58	
8 66 007 02	CCCP-42338	Tu-104A	Aeroflot	rgd	jul62	Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College
	CCCP-L5433	Tu-104A	AFL/Uzbekistan-TAS	rgd	05feb58	
	CCCP-42339	Tu-104A	AFL/Far East-KHV	trf	14apr59	
	CCCP-42339	Tu-104A	AFL/East Sib.-IKT	trf	10jul67	
	CCCP-L5453	Tu-104A	AFL/Moscow (MUTA)	toc	30mar58	
	CCCP-42353	Tu-104A	AFL/Moscow (MUTA)	rgd	20jun59	
	CCCP-42353	Tu-104A	Aeroflot/UshVLP	trf	24feb60	
	CCCP-42353	Tu-104A	AFL/West Siberia	trf	unknown	
	CCCP-42353	Tu-104A	Aeroflot/UshVLP	trf	24sep64	
	CCCP-42353	Tu-104A	AFL/Northern-LED	trf	30aug68	
	CCCP-42353	Tu-104A	Aeroflot/UshVLP	trf	30sep68	
	CCCP-42353	Tu-104A	AFL/East Sib.-IKT	trf	08jul72	
8 66 008 01	CCCP-42353	Tu-104A	Aeroflot/UshVLP	trf	08sep72	Ulyanovsk Advanced Flying Training College soc 28mar76 as life-time expired rgd 13may58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown; was the first Tu-104 based at KHV
	CCCP-42353	Tu-104A	AFL/Far East-KHV	toc	03apr58	
	CCCP-42354	Tu-104A	AFL/Far East-KHV	rgd	11apr61	

	CCCP-42354	Tu-104A	AFL/Ukraine-ODS	trf	09jun70	f/n VKO 30jun70; soc 22may78 as life-time expired; was preserved near the "Ekspodonbass" exhibition centre at Donetsk as a children's cinema named 'Orlyonok' and a café, seen apr82/1994 and broken up since
8 66 008 02	CCCP-42356	Tu-104A	AFL/Far East-KHV	rgd	28may58	toc 07jun58; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo KHV 1977, in post 1973 Aeroflot c/s; soc 29aug77 as life-time expired
8 66 008 03	CCCP-42357	Tu-104A	AFL/Moscow (MUTA)	toc	07may58	in 70 passenger configuration; rgd 19may58; opb 200 AORS Vnukovskogo PO; dbr 01feb61 on the leg from Khabarovsk to Vladivostok of a flight from Moscow to Vladivostok when came in too high on final approach, failed to go around and touched down 433 metres behind the landing mark; the captain tried to turn into a taxiway at the end of the runway at high speed, but the aircraft overran the runway, collided with two trucks 300 metres behind the runway threshold and ended up in a ditch, 1 of the 8 crew members and 2 of the 50 passengers were slightly injured; soc 02mar61 and canx the same day
8 66 009 01	CCCP-42358	Tu-104A	AFL/East Sib.-IKT	toc	05jun58	rgd 07jun58; 70 pax configuration, later converted to 85 pax configuration, date unknown; photo VKO jun60; soc 27mar78 as life-time expired
8 66 009 02	CCCP-42359	Tu-104A	AFL/East Sib.-IKT	toc	03jun58	f/n PRG 16jun68; rgd 27jun58; 70 pax configuration, later converted to 85 pax configuration, date unknown; soc 30jan78 as life-time expired
8 66 009 03	CCCP-42360	Tu-104A	AFL/Uzbekistan-TAS	toc	03jul58	rgd 07aug58; 70 pax configuration, later converted to 100 pax configuration, date unknown; f/n PKC 21oct59
	CCCP-42360 CCCP-42360	Tu-104A Tu-104A	AFL/Far East-KHV AFL/West Siberia	trf trf	16apr59 06nov63	seen KHV 28nov60 and may62
8 66 010 01	CCCP-42361	Tu-104A	AFL/Moscow (MUTA)	toc	02jul58	directorate not mentioned in MGA document; reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; soc 23aug78 as life-time expired
	CCCP-42361	Tu-104A	AFL/Ukraine-ODS	trf	27oct73	rgd 05aug58; assembled from Kharkov-built parts; 70 pax configuration, later converted to 100 pax configuration, date unknown; f/n VKO 30jun70
8 66 010 02	CCCP-42362	Tu-104A	AFL/Moscow (MUTA)	mfd	31jul58	soc 23aug78 as life-time expired; was preserved in a park at Konotop from jun78; damaged by arson in 1998 and scrapped
8 66 010 03	CCCP-42363	Tu-104A	AFL/Far East-KHV	toc	02aug58	toc 01aug58; rgd 07aug58; 70 pax configuration; opb 200 AO; w/o 17oct58 on the leg from Omsk to Moscow of a flight from Beijing to Moscow, while flying a turn and descending the aircraft was thrown up by heavy turbulence to about 12,000 metres (above maximum allowed altitude) where it stalled, entered an almost vertical dive and crashed in a forest near Apnerka railway station (N55.467 E47.051) 27 km west of Kanash (Chuvashiya), all 9 crew and 71 passengers (mostly foreigners) killed; t/t 465 hours; soc 19dec58
8 66 011 01	CCCP-42364	Tu-104A	AFL/Far East-KHV	toc	07sep58	rgd 25aug58; 70 pax configuration, later converted to 85 pax configuration, date unknown; l/n DME 27aug75; soc 27sep77 as life-time expired
8 66 011 02	CCCP-42365 CCCP-42365	Tu-104A Tu-104A	AFL/East Siberia AFL/West Siberia	toc trf	05sep58 21may59	rgd 11nov58; 70 pax configuration, later converted to 85 pax configuration, date unknown; f/n LHR late 1950s; l/n KHV 1965; soc 22sep78 as life-time expired
8 66 011 03	CCCP-42366	Tu-104A	AFL/Far East-KHV	mfd	27sep58	in 70 passenger configuration; rgd 12nov58; opb 201 AORS at IKT initially in 70 passenger configuration (still as of 01oct63); opb 204 AORS at OVB (became 204 LO of Tolmachovski OAO 11jan64); upgraded to 100 passenger configuration, date unknown; appeared in the 1969 Soviet film "Nedpodsuden" (Not under the Jurisdiction); canx 14jan78; soc 30jan78 as life-time expired; was preserved in the "Yubileiny" pioneers' camp at Zavarzino near Tomsk from 1982, initially used as a cinema and later as a café; received additional 'Yubileiny 35' titles, date unknown; the outer wings were dismantled by jun14 and the whole wings and tail by 19may15; was transported by road to the village of Eleonor (N56.571042 E84.88901) 17jul15 and was to be preserved there after restoration, visible on Google Earth jul17 (still dismantled), but no longer visible by apr18 - fate ?
8 66 012 01	CCCP-42367	Tu-104A	AFL/Far East-KHV	toc	05oct58	toc 12oct58; rgd 19nov58; 70 pax configuration; opb 202 AORS; w/o 03sep62 on the leg from Khabarovsk to Petropavlovsk-Kamchatski of a flight from Moscow to Petropavlovsk when experienced severe vibration while climbing through 4,500 metres, went out of control and crashed in a swamp 15 km south-west of Kurun (Nanai district of the Khabarovsk region, 95.5 km north-east of Khabarovsk airport), all 7 crew and 79 passengers killed; no reason for the crash could be established by the investigation commission but there was rumour that the aircraft may have been shot down accidentally by a missile which had been launched from the Litovko training range; t/t 4,426 hours and 1,760 cycles; soc 14sep62 and canx same date
8 66 012 02	CCCP-42368 OK-MDE	Tu-104A Tu-104A	AFL/Moscow (MUTA) CSA	toc d/d	07sep58 12mar62	rgd 11nov58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown; soc 27dec77 as life-time expired
8 66 012 03	CCCP-42369	Tu-104A	AFL/Moscow (MUTA)	mfd	31oct58	rgd 17nov58; 70 pax configuration; f/n VKO mar60; canx 10feb62 as trf to Czechoslovakia; soc 16mar62
	CCCP-42369	Tu-104A	AFL/Far East-KHV	trf	19jan70	rgd 15mar62; named 'Ostrava-Mosnov'; dbr 29aug73 on a flight from Damascus when force-landed at Nicosia after an emergency and ran off th right side of the runway, no casualties; canx 29sep73; wreck still present dec06/oct23
8 66 013 01	CCCP-42370	Tu-104A	AFL/Far East-KHV	mfd	22dec58	toc 06nov58; rgd 17nov58; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n LHR 15jul59
8 66 013 02	1302	Tu-104A	Czechoslovak AF	no	reports	opb 202 LO; w/o 13jan77 on the leg from Novosibirsk to Alma-Ata of a flight from Khabarovsk to Alma-Ata when the left engine caught fire on finals and the crew did not receive any information about the fire so that it was not extinguished, the fire damaged the control lines and the smoke disabled the crew, the aircraft crashed in a snow-covered field 2,780 metres before the runway threshold (at N43.376389 N77.102778 E), all 8 crew and 82 passengers killed; t/t 27,189 hours and 12,819 cycles; soc 24mar77
	"48" red "48" red	Tu-104A-TS Tu-104AK	Soviet Air Force Soviet Air Force	mfd CKL	1958 15aug99	toc 08dec58; rgd 29dec58; 70 pax configuration; opb 202 AORS; w/o 30jun62 the leg from Irkutsk to Omsk of a flight from Khabarovsk to Moscow when was accidentally shot down by a surface-to-air missile which had gone astray during an air defence exercise in the Magansk area, the aircraft went out of control, entered a flat spin and crashed in a forest east of Voznesenka (Beryozovo district of the Krasnoyarsk region, 28 km east of Krasnoyarsk airport), all 8 crew and 76 passengers killed; t/t 3,726 hours; soc 24oct62 and canx same date
8 66 013 03	1303	Tu-104A	Czechoslovak AF	no	reports	data of this came from VARZ-400, but there is nothing known on this in Czechia; went directly to the Soviet Air Force
	"03" blue	Tu-104A	Soviet Air Force	ph.	1965	the prototype of the Tu-104A-TS cargo/medevac version
9 66 014 01	CCCP-42371 CCCP-42371	Tu-104A Tu-104A	AFL/East Siberia AFL/West Siberia	toc trf	18feb59 21may59	zero-gravity trainer, converted by an ARZ in the late 1960s or early 1970s; opb 201 oitap on / Space Training Centre at Chkalovski; in basic 'blue' Aeroflot c/s with Red Stars, version painted on as just 'Tu-104A'; wfu in the late 1970s; sat derelict at Chkalovski, seen aug99/nov13; dismantled and transported on flat-bed trailers from Chkalovski to Zvyozdny gorodok aka Star City (N55.875598 E38.120213) 20/23apr16; only partially assembled and in bare metal may19; fully assembled and repainted (version now painted on as 'Tu-104AK') 17jul19/15sep19, l/n jan20
9 66 014 02	CCCP-42371 CCCP-42372	Tu-104A Tu-104A	Aeroflot/KIIGA AFL/West Siberia	trf toc	21sep78 05mar59	data of this came from VARZ-400, but nothing known of this in Czechia; went directly to the Soviet Air Force
9 66 014 03	CCCP-42373 CCCP-42373 CCCP-42374	Tu-104A Tu-104A Tu-104A	AFL/Far East-KHV AFL/Georgia-TBS AFL/Far East-KHV	toc trf toc	31mar59 12may67 01may59	at Sármellék (Hungary); in natural metal c/s with Red star on the fin; later repainted in basic Aeroflot c/s, no titles; preserved at the 'Salyut' cultural centre (N6.646018, E43.567319) in the Gorodets district of the Nizhni Novgorod region and seen there jul06/nov14
9 66 015 01	CCCP-42375	Tu-104A	AFL/Far East-KHV	toc	31may59	in 70 passenger configuration; rgd 20mar59; opb 201 AORS at IKT
9 66 015 03	CCCP-42376 MAP Tashkent APO	Tu-104A Tu-104A	LIJ Zhukovski MAP Tashkent APO	rgd trf	27jul59 01nov60	opb 204 AORS at OVB (became 204 LO of Tolmachovski OAO 11jan64); upgraded to 100 passenger configuration, date unknown; appeared in the 1969 Soviet film "Nedpodsuden" (Not under the Jurisdiction); f/n LED 08jul70; damaged on landing at Borispol in 1976 when the engines were shut off (or flamed out) in flight so that the aircraft undershot and came down hard
9 66 016 01	CCCP-42377 CCCP-42377 CCCP-42378	Tu-104A Tu-104A Tu-104A	AFL/GosNII GVF AFL/Far East-KHV AFL/East Sib.-IKT	toc trf toc	08jul59 06aug59 05aug59	Kiev Institute of Civil Aviation (KIIGA); soc 22jul81 as worn out
9 66 016 03	CCCP-42451	Tu-104A	AFL/Far East-KHV	toc	09sep59	initially in 70 passenger configuration; rgd 20mar59; opb 204 AORS at OVB (became 204 LO of Tolmachovski OAO 11jan64); later upgraded to 100 passenger configuration, date unknown; appeared in the 1969 Soviet film "Nedpodsuden" (Not under the Jurisdiction); f/n DME 19aug75; soc 29jul77 as life-time expired
9 66 017 01	CCCP-42452	Tu-104A	AFL/Far East-KHV	mfd	10sep59	rgd 20mar59; 70 pax configuration, later upgraded to 100 pax configuration, date unknown
9 66 017 02	CCCP-42453	Tu-104A	AFL/West Sib.-OVB	toc	07oct59	f/n LED 01aug70; soc 23aug78 as life-time expired
9 66 017 03	CCCP-42454 CCCP-42454 CCCP-42454	Tu-104A Tu-104LL2	G.K. Elektron MRP NPO "Vzlyot"	mfd rgd	late 59 03jan67	rgd 09may59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo at VVO 1970; soc 27dec78 as life-time expired
						rgd 08jun59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n DME 03oct72; soc 22sep78 as life-time expired
						toc 07aug59; opb Novosibirsk Flight Training Centre (LUTTs) until 04jul60
						(confirmed 13jan61); was preserved in front of the Pioneers' Palace at Prospekt Lenina 22 at Ishimbai from 1975, l/n 27mar05; destroyed by arson in 2005 and scrapped
						rgd 21aug59; 70 pax configuration
						later upgraded to 85 pax configuration, date unknown; soc 14jan77 as life-time expired
						rgd 14aug59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n DME 03oct72; soc 27jul78 as life-time expired; was preserved in a park at Usolye-Sibirskoye-17 (Irkutsk region), l/n 1986; probably scrapped
						rgd 30sep59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n VVO 1963; photo KHV 1977; last flight 15mar79; soc 23mar79 as life-time expired; canx 15apr79; preserved at Khabarovsk (City air terminal) since late 1979; scrapped in 1992; remains still present jul94
						rgd 24sep59; toc 10nov59; 70 pax configuration; opb 202 AORS; w/o 20oct60 on the leg from Omsk to Irkutsk of a flight from Moscow to Khabarovsk when was diverted to Ust'-Orda due to bad weather at Irkutsk, on finals to Ust'-Orda the nose landing gear seemed not to have lowered (in fact it was a problem with the indication of the gear position), the captain opted for a go-around but it did not act decisively and turned left at a height of 10-15 metres over the runway some 2 km behind its threshold, the aircraft lost height, hit a high-voltage power-line, crash-landed on a slope of a hill and caught fire, 3 of the 7 crew killed while the other 4 and 15 of the 61 passengers were injured; t/t 1,071 hours; soc 18nov60 and canx same date
						rgd 21oct59; 70 pax configuration, later converted to 100 pax configuration, date unknown; f/n DME 27aug75; soc 27sep77 as life-time expired
						rgd 15feb61; in Aeroflot c/s
						in Aeroflot c/s; test-bed, used for trials of the weapons system of the MiG-31 by the GK NII VVS since 1973, for which a 'Zaslon' radar was installed in the nose; informally called 'Buratino' (Pinocchio) because

9 66 018 01	CCCP-L5457 CCCP-42457	Tu-104A Tu-104A	AFL/Far East-KHV	mfd toc	late 59 11dec59	of the form of its nose; fired twice R-33 air-to-air missiles in 1975; converted to 'Tsiklon' weather control aircraft within the 'Groza' (thunderstorm) programme in late 1970s, carried a 'Tsiklon' badge below the cockpit then; did not belong to AFL/GosNII GA or NII VVS as the other 'Tsiklon' aircraft; l/n active ODS 1981; canx 1981; report at AMS 24jun71 must be wrong in ARZ 400 listing, probably just allocated and was registered directly as CCCP-42457 rgd 08jan60; 70 pax configuration, later converted to 100 pax configuration, date unknown; photo IKT 1965; soc 25oct78 as life-time expired
9 66 018 02	CCCP-42458	Tu-104A	AFL/East Sib.-IKT	toc	30dec59	rgd 15jan60; 70 pax configuration, later converted to 85 pax configuration, date unknown; soc 23mar79 as life-time expired and canx same date
9 66 018 03	OK-NDD	Tu-104A	CSA	d/d	07jan60	rgd 27jan60; named 'Plzen'; w/o 01jun70 when crashed in fog on third approach to Tripoli, Libya, 13 killed; canx 02sep70
0 66 019 01	CCCP-42459	Tu-104A	AFL/Moscow (MUTA)	rgd	01feb60	in 70 pax configuration; toc 06feb60; opb 207 AO; involved in an accident at Tashkent 16mar60 when took off while Yak-12A CCCP-90616 was on the same runway (due to ATC error) and the left wing of the Tu-104A struck the Yak-12A which caught fire and burnt out while all 9 crew and 57 passengers on board of the Tu-104A escaped unhurt; repaired; f/n LHR 22apr61 seen LGW 03jul66
0 66 019 02	CCCP-42459	Tu-104A	AFL/International	trf	15feb64	opb Borispolski OAO; canx may79; soc 13jul79 as life-time expired
	CCCP-42459	Tu-104A	AFL/Ukraine-KBP	trf	21oct71	rgd 24mar60; 70 pax configuration; f/n LHR 30apr60
	CCCP-42460	Tu-104A	AFL/Moscow (MUTA)	toc	07mar60	opb 235 OAO at VKO from 08sep60 until 19oct60
	CCCP-42460	Tu-104A	Soviet Gvt/AFL c/s	trf	08oct60	
	CCCP-42460	Tu-104A	AFL/Moscow (MUTA)	trf	19oct60	
0 66 019 03	CCCP-42460	Tu-104A	AFL/International	trf	15feb64	seen LGW 11may68; l/n LED 01aug70
	CCCP-42460	Tu-104A	AFL/Northern-LED	trf	16jul73	soc 19mar80 as life-time expired; preserved at ulitsa Motorostroitelei at Rybinsk (N58.042922 E38.824536), seen nov87/sep16; underwent restoration in the summer of 2016 and re-opened to the public 14oct16; l/n 21sep23
	CCCP-42461	Tu-104A	AFL/Moscow (MUTA)	toc	04apr60	rgd 21apr60; 70 pax configuration; f/n LHR 16may61
	CCCP-42461	Tu-104A	AFL/International	trf	14feb64	f/n LGW 04jun67; seen as freighter Zürich 04may72
	CCCP-42461	Tu-104A	AFL/East Sib.-IKT	trf	20jun72	
0 66 020 01	CCCP-42461	Tu-104A	AFL/Ukraine	trf	24feb79	soc 16aug79 as life-time expired; was preserved on a playground in Chita; scrapped in the early 1990s
	CCCP-42462	Tu-104A	Soviet Gvt/AFL c/s	mfd	27apr60	in 70 passenger configuration; toc 05may60; rgd 15may60; opb 235 OAO at VKO; f/n LHR 14mar61
	CCCP-42462	Tu-104A	AFL/Moscow (MUTA)	trf	13sep62	converted to 100 passenger configuration, date unknown; opb Vnukovski OAO; l/n AMS 08nov62
	CCCP-42462	Tu-104A	AFL/International	trf	15feb64	l/n DAM jan69
	CCCP-42462	Tu-104A	AFL/West Siberia	trf	16jan69	opb 204 LO of Tolmachovski OAO at OVB
0 66 020 02	CCCP-42462	Tu-104A	AFL/Ukraine	trf	16feb79	according to www.russianplanes.net; included in a listing of Ukrainian directorate aircraft, but this is not reflected in the MGA listing; opb 90 LO of Odesski OAO; soc by the Ukrainian directorate 12sep79 and by the MGA 10oct79 as time between overhauls exceeded; was used as the children's café and cinema "Zhuravushka" (Little Crane) at ul. Pobedy at Belgorod-Dnestrovski (Odessa region), seen in 1986; later scrapped
	CCCP-42463	Tu-104A	Soviet Gvt/AFL c/s	mfd	may60	in 70 passenger configuration; rgd 23may60; toc 06jun60; opb 235 OAO at VKO; f/n JFK 01oct60, but there is a press report of this aircraft flying Boston-Gander 19sep60
	CCCP-42463	Tu-104A	AFL/Moscow (MUTA)	trf	13sep62	converted to 82 passenger configuration, date unknown; opb Vnukovski OAO
	CCCP-42463	Tu-104A	AFL/International	trf	13feb64	transfer date according to the MGA listing, but seen LHR 20aug63 on the regular SVO service; photo at AMS jul69
	CCCP-42463	Tu-104A	AFL/West Siberia	trf	12jan70	opb 204 LO of Tolmachovski OAO at OVB
0 66 020 03	CCCP-42463	Tu-104A	AFL/Ukraine	trf	17feb79	opb 90 LO of Odesski OAO; soc by the Ukrainian directorate 12sep79 and by the MGA 16oct79 as time between overhauls exceeded; was preserved as the children's café "Polyot" (Flight) on the premises of the Chabanka garrison at Gvardeiskoye (now Chomomorske), seen in 1982; scrapped after the mid-1980s
	CCCP-42464	Tu-104A	Soviet Gvt/AFL c/s	toc	01jul60	rgd 15jul60; 70 pax configuration; opb 235 OAO at VKO from 01jul60 until 13sep62; photo PRG aug60
	CCCP-42464	Tu-104A	AFL/Moscow (MUTA)	trf	13sep62	
	CCCP-42464	Tu-104A	AFL/International	trf	15feb64	seen LGW 23mar66 and LHR 02aug66 on SVO service
	CCCP-42464	Tu-104A	AFL/Northern-LED	trf	13dec68	seen on photo dated 1978 taken at LED; soc 16nov79 as life-time expired; used as an instructional airframe, photo exists, and as such explaining the report at LED 05sep81

94 Tu-104B and 2 Tu-104E built by Factory No. 22 in Kazan-Borisoglebskoye from 1958 to 1960

The c/n gives the year of manufacture, factory code (2 for factory 22), the batch number and the number in the batch

8 2 01 01	CCCP-42399	Tu-104B	AFL/GosNII GVF	toc	02oct58	rgd 20nov58; Tu-104B prototype; 100 pax configuration; in Aeroflot c/s; used for atmospheric research (for example of the jetstreams) in 1959
	CCCP-42399	Tu-104B	Aeroflot/KRAUSS	trf	20sep61	Krivorozhskoye aviatsionnoye uchilishche spetsialnykh sluzhb (Krivoi Rog Special Aviation College); soc 27apr62 used as a ground instructional airframe; still present oct79, fate ?
8 2 01 02	CCCP-42400	Tu-104B	AFL/Moscow (MUTA)	toc	02apr59	in 100 pax configuration; rgd 13apr59; opb Vnukovskoye PO
	CCCP-42400	Tu-104B	AFL/Ukraine-KBP	trf	02apr61	opb 208 AO (became 208 LO Borispolskogo OAO in 1964); converted to 115 pax configuration, date unknown; f/n VKO 02oct72
	CCCP-42400	Tu-104B	AFL/GosNII GVF	trf	22mar77	was the first Tu-104 to reach 18,000 cycles; soc 27jul78 as time between overhauls exceeded; underwent fatigue trials
8 2 01 03	CCCP-42401	Tu-104B	AFL/Moscow (MUTA)	toc	02apr59	rgd 13apr59; 100 pax configuration
	CCCP-42401	Tu-104B	AFL/West Sib.-OVB	trf	26may62	upgraded to 105 pax configuration, date unknown; canx may77 and soc 30jun77 as life-time expired
8 2 01 04	CCCP-42402	Tu-104B	AFL/West Siberia	toc	07apr59	initially in 100 passenger configuration (still as of 01oct63); rgd 25apr59; opb 204 AORS at OVB (became 204 LO of Tolmachovski OAO 11jan64); later upgraded to 105 passenger configuration, date unknown; appeared in the 1969 Soviet film "Nedpodsuden" (Not under the Jurisdiction); soc 29aug77 as life-time expired
8 2 01 05	CCCP-42403	Tu-104B	LIJ GKAT	toc	jul59	100 pax configuration
	CCCP-42403	Tu-104B	AFL/GosNII GVF	trf	09mar60	rgd 22apr60; was equipped with wing fences for tests; upgraded to 105 pax configuration, date unknown
8 2 02 01	CCCP-42403	Tu-104B	AFL/Northern-LED	trf	17oct67	f/n AMS 19jun68; l/n ZRH 03aug75; soc 30nov78 as life-time expired
	CCCP-42404	Tu-104B	AFL/Moscow (MUTA)	toc	30apr59	rgd 08may59; 100 pax configuration; f/n BUD 27jul59; later upgraded to 105 pax configuration, date unknown
	CCCP-42404	Tu-104B	AFL/Northern-LED	trf	11jan62	f/n LED 06jul70
8 2 02 02	CCCP-42404	Tu-104B	AFL/Ukraine	trf	01jun76	soc 18nov76 as life-time expired
	CCCP-42405	Tu-104B	AFL/West Sib.-OVB	mfd	31oct58	initially in 100 pax configuration; toc 08apr59; rgd 25apr59; opb 204 LO Tolmachovskogo OAO; upgraded to 105 pax configuration, date unknown; photo may68; w/o 25jul71 on the leg from Novosibirsk to Irkutsk of a flight from Novosibirsk to Vladivostok when came in too slow on final approach in poor weather, deviated from the glide path, stalled at a height of some 8-10 metres and came down very hard 154 metres behind the runway threshold, resulting in the left wing breaking off, the aircraft caught fire, veered off the runway to the left and came to rest upside-down after some 500 metres, 4 of the 8 crew and 93 of the 118 passengers killed and most if not all survivors injured; t/t 19,489 hours and 9,929 cycles; soc 21sep71
8 2 02 03	CCCP-42406	Tu-104B	AFL/West Sib.-OVB	toc	24apr59	in 100 passenger configuration; rgd 06may59; opb Tolmachovski OAO; destroyed by fire, details unknown; soc 05jul66
8 2 02 04	CCCP-42407	Tu-104B	AFL/West Sib.-OVB	toc	25apr59	in 100 passenger configuration; rgd 06may59; opb Tolmachovski OAO; photo at VVO in 1972; last flight 09mar77 to Barnaul; canx mar77; was preserved in the PKiO (Culture & Recreation Park) at Barnaul reportedly from 09mar77; soc 30apr77 as life-time expired; scrapped in 1987 or 1988
8 2 02 05	CCCP-42408	Tu-104B	AFL/East Siberia	toc	06may59	in 100 passenger configuration; rgd 18may59; opb 201 AORS as of 01dec63; later upgraded to 105 passenger configuration, date unknown; dbr 19mar72 on landing at Omsk-Tsentralny in poor weather when had to go around four times, touched down before the runway threshold on the fifth approach and collided with a snow wall, no casualties; soc 03may72
8 2 03 01	CCCP-42409	Tu-104B	AFL/Moscow (MUTA)	toc	18may59	rgd 21may59; 100 pax configuration
	CCCP-42409	Tu-104B	AFL/Uzbekistan	trf	13apr60	upgraded to 105 pax configuration, date unknown
	CCCP-42409	Tu-104B	AFL/Georgia	trf	13mar65	overran the runway at Sukhumi 14oct66, resulting in the nose gear collapsing (photo with the nose down off the runway exists); repaired; f/n LGW 02jul72
8 2 03 02	CCCP-42409	Tu-104B	AFL/East Siberia	trf	18jul77	canx 06jan79; soc 24jan79 as life-time expired
	CCCP-42410	Tu-104B	AFL/Moscow (MUTA)	toc	12may59	rgd 20may59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; f/n VKO 02oct72
	CCCP-42410	Tu-104B	AFL/West Siberia	trf	18jan73	soc 30jan78 as life-time expired
8 2 03 03	CCCP-42411	Tu-104B	AFL/East Sib.-IKT	toc	19may59	rgd 04jun59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; canx and soc 31oct73, airframe damaged by mercury, details unknown
8 2 03 04	CCCP-42412	Tu-104B	AFL/Moscow (MUTA)	toc	12may59	initially in 100 passenger configuration; rgd 21may59; based at VKO (207 LO or 200 LO ?); appeared in the 1959 Soviet film "Lyudi na mostu" (People on the Bridge); f/n LHR mid59; later upgraded to 105 passenger configuration, date unknown
	CCCP-42412	Tu-104B	AFL/Uzbekistan	trf	25dec63	transfer not mentioned in the MGA listing; opb Tashkentski OAO
	CCCP-42412	Tu-104B	AFL/Moscow	trf	16mar66	transfer not mentioned in the MGA listing; opb Domodedovski OAO; appeared in the 1969 Soviet film "Nedpodsuden" (Not under the Jurisdiction)
	CCCP-42412	Tu-104B	AFL/International	trf	12feb71	f/n LGW 30may71; l/n AMS 31jul73
	CCCP-42412	Tu-104B	AFL/East Siberia	trf	08jan74	opb Irkutski OAO
	CCCP-42412	Tu-104B	AFL/West Siberia	trf	unknown	on charge as of 01apr74; opb Tolmachovski OAO; repainted in post-1973 c/s; seen as such at KBP around 1976/77; last flight 29dec78; t/t 27,705 hours; soc 24jan79 as life-time expired and canx jan79; was to be displayed as a gate guard at Novosibirsk-Tolmachovo airport, but was nevertheless scrapped in the mid-1980s
8 2 03 05	CCCP-42413	Tu-104B	AFL/East Sib.-IKT	toc	19may59	rgd 04jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown; photo may68; soc 27mar78 as life-time expired
8 2 04 01	CCCP-42414	Tu-104B	AFL/East Sib.-IKT	toc	30may59	rgd 26jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown
	CCCP-42414	Tu-104B	AFL/Moscow (MUTA)	trf	01feb65	f/n VKO 30jun70
	CCCP-42414	Tu-104B	AFL/Far East	trf	24apr72	
	CCCP-42414	Tu-104B	AFL/Ukraine	trf	30mar73	l/n LGW 09jun73; canx jan79 and soc 27feb79 as life-time expired

9 2 04 02	CCCP-42415	Tu-104B	AFL/Uzbekistan	toc	09jul59	c/n given in the MGA listing as 820402; in 100 passenger configuration; rgd 05aug59; opb Tashkentski OAO; f/n VKO 06may61
	CCCP-42415	Tu-104B	AFL/Ukraine	trf	08feb63	opb 208 LO of Borispol'ski OAO; upgraded to 115 passenger configuration, date unknown; appeared in the 1969 Soviet film "Nedpodsuden" (Not under the Jurisdiction); f/n LGW 21jun75; canx 30nov77 as life-time expired; trf to 9 NIU GKNII VVS (military unit 21239) at Vladimirovka
9 2 04 03	CCCP-42416	Tu-104B	AFL/Moscow (MUTA)	toc	04jul59	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
	CCCP-42416	Tu-104B	Aeroflot/USHVLP	trf	14nov72	Ulyanovsk Advanced Flying Training College
9 2 04 04	CCCP-42416	Tu-104B	AFL/Northern	trf	28jul73	f/n LHR 22mar74; f/n LGW 02nov74; soc 23mar79 as life-time expired and canx same date
	CCCP-42417	Tu-104B	AFL/Moscow (MUTA)	toc	04jul59	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
9 2 04 05	CCCP-42418	Tu-104B	AFL/Moscow (MUTA)	toc	04jul59	canx 06jan79; soc 24jan79 as life-time expired; preserved at the Training School at Omsk (N54.966353 E73.333132) in new (post-1973) c/s, f/n jul93, seen late 2002 in poor condition and again 2006 and was abandoned by sep09 wfu with doors open, still present jul14/jul24
	CCCP-42418	Tu-104B	AFL/Georgia-TBS	trf	02mar68	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
9 2 05 01	CCCP-42418	Tu-104B	AFL/Georgia-TBS	trf	19mar73	f/n LED 11aug75; soc 23aug78 as life-time expired; photo exists wfu at OVB
	CCCP-42419	Tu-104B	AFL/West Sib.-OVB	trf	13apr59	rgd 15apr59; 100 pax configuration, later converted to 105 pax configuration; f/n LHR 11jul69; f/n LHR 08jun76; canx 22sep77; trf to Riga Aviation Institute (RKIIGA) sep77 and used as a ground instructional airframe; soc 30nov77 as life-time expired; was preserved in a park at ul Maskavas (Moscow Street) at Riga, seen either 1979 or 1983; probably scrapped in the late 1980s
9 2 05 02	CCCP-42420	Tu-104B	AFL/Georgia-TBS	toc	01apr59	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n VKO 30jun70; soc 27dec77 as life-time expired
9 2 05 03	CCCP-42421	Tu-104B	AFL/West Sib.-OVB	toc	31mar59	rgd 25apr59; 100 pax configuration; soc 31may77 as life-time expired
9 2 05 04	CCCP-42422	Tu-104B	AFL/Georgia	toc	01apr59	initially in 100 passenger configuration; rgd 15jun59; opb 112 AO at TBS (became 112 LO of Tbilisski OAO in 1963); later upgraded to 105 passenger configuration, date unknown; appeared in the 1969 Soviet film "Nedpodsuden" (Not under the Jurisdiction); f/n DME 03oct72; soc 27dec77 as life-time expired
9 2 05 05	CCCP-42423	Tu-104B	AFL/East Sib.-IKT	toc	02apr59	rgd 19may59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n IKT 12dec77 still operational; soc 23aug78 as life-time expired
9 2 06 01	CCCP-42424	Tu-104B	AFL/Georgia-TBS	toc	01apr59	rgd 15apr59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n VKO 04oct72; soc 30apr77 as life-time expired; was preserved at Sukhumi airport; destroyed during the civil war in Abkhazia in 1993
9 2 06 02	CCCP-42425	Tu-104B	AFL/Northern-LED	toc	18apr59	rgd 27apr59; 100 pax configuration, later converted to 105 pax configuration, date unknown; photo LED 1966; f/n AMS 13nov68; f/n LED 01aug70; canx oct76; soc 30dec76 as life-time expired
9 2 06 03	CCCP-42426	Tu-104B	AFL/Moscow (MUTA)	toc	22apr59	d/d 08may59; 100 pax configuration
9 2 06 04	CCCP-42426	Tu-104B	AFL/Uzbekistan	trf	17jul59	converted to 105 pax configuration, date unknown
9 2 06 05	CCCP-42426	Tu-104B	AFL/East Sib.-IKT	trf	12mar65	soc 30nov77 as life-time expired
9 2 06 06	CCCP-42427	Tu-104B	AFL/Uzbekistan-TAS	trf	13may59	rgd 11jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown
9 2 06 07	CCCP-42427	Tu-104B	AFL/West Sib.-OVB	trf	13mar65	f/n VKO 02oct72; soc 27sep77 as life-time expired
9 2 06 08	CCCP-42428	Tu-104B	AFL/West Sib.-IKT	toc	06may59	rgd 18may59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11aug75; soc 25oct78 as life-time expired
9 2 07 01	CCCP-42429	Tu-104B	AFL/Northern-LED	toc	31may59	rgd 04jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 27may70; f/n LHR 01mar74; soc 27mar78 as life-time expired and canx same date; still seen LED aug78
9 2 07 02	CCCP-42430	Tu-104B	AFL/Moscow (MUTA)	toc	06jun59	rgd 17jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LBG jun59
9 2 07 03	CCCP-42430	Tu-104B	AFL/Northern-LED	trf	11may60	seen LGW 11jun72; in incident report 16apr74 after a near miss with Il-62M CCCP-86700 over Serbino near Leningrad; f/n LED 11apr75; canx may77; soc 30jun77 as life-time expired
9 2 07 04	CCCP-42431	Tu-104B	AFL/West Sib.-OVB	toc	05jun59	rgd 24jun59; 100 pax configuration; f/n VKO 1960; photo exists at OVB, date unknown; soc 30jun77 as life-time expired
9 2 07 05	CCCP-42432	Tu-104B	AFL/West Sib.-OVB	toc	05jun59	rgd 24jun59; 100 pax configuration; soc 29jul77 as life-time expired
9 2 07 06	CCCP-42433	Tu-104B	AFL/West Sib.-OVB	trf	01jul59	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
9 2 07 07	CCCP-42433	Tu-104B	AFL/Moscow (MUTA)	trf	25jun62	
9 2 07 08	CCCP-42433	Tu-104B	AFL/Georgia-TBS	trf	04feb63	f/n DME 03oct72; soc 28mar77 as worn out
9 2 07 09	CCCP-42433	Tu-104B	AFL/Northern-LED	trf	31may59	rgd 10jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 27may70; f/n LHR 28dec73; soc 22may78 as life-time expired and canx same date
9 2 08 01	CCCP-42434	Tu-104B	AFL/Northern-LED	toc	31may59	rgd 05aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown; soc 23aug78 as life-time expired
9 2 08 02	CCCP-42435	Tu-104B	AFL/East Sib.-IKT	toc	02jul59	rgd 05aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown; landed 600 metres short of runway Irkutsk 28apr69; soc 29jul71
9 2 08 03	CCCP-42436	Tu-104B	AFL/Uzbekistan-TAS	toc	08jul59	rgd 05aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown; soc 30jan78 as life-time expired
9 2 08 04	CCCP-42436	Tu-104B	AFL/East Sib.-IKT	trf	10apr65	rgd 14aug59; 100 pax configuration; right engine failed after take-off Sverdlovsk 13mar61 and made an emergency landing on a frozen pond, slid ashore, demolished a house and crashed into some trees before breaking into three parts; a crew and three passengers killed as well as two persons on the ground; soc 23may61 and canx same date
9 2 08 05	CCCP-42438	Tu-104B	AFL/West Sib.-OVB	toc	04aug59	rgd 25aug59; initially in 100 passenger configuration; opb 205 AO at LED (became 205 LO of Leningradski OAO jan63); converted to 105 passenger configuration, date unknown; appeared in the 1961 Soviet film "Devchonka, s kotoroi ya družil" (The Girl With Whom I Was Friends); f/n SVO 08jul70; f/n LHR sep72
9 2 09 01	CCCP-42439	Tu-104B	AFL/Northern	toc	03aug59	opb 205 LO of Leningradski OAO; canx mar75 and soc 29apr75 as life-time expired
9 2 09 02	CCCP-42440	Tu-104B	AFL/Leningrad	trf	01jan73	rgd 11sep59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11jul70; soc 30jan78 as life-time expired
9 2 09 03	CCCP-42441	Tu-104E	AFL/GosNII GVF	mfd	late 59	toc 23nov59; first Tu-104E prototype, in Aeroflot c/s; f/f jan60; rgd 01mar60; 100 pax configuration
9 2 09 04	CCCP-42442	Tu-104E	MAP Tashkent APO	trf	unknown	on charge as of 01sep62; trf Kuibyshev Aviation Institute 20feb66, later Samara State Aerospace University; soc 22oct66 for display as a 'monument'; seen preseved (N53.241450 E50.363535) apr93/oct24
9 2 09 05	CCCP-42442	Tu-104B	AFL/Moscow (MUTA)	toc	01sep59	rgd 08sep59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n HND 23sep59; photo in "Grazhdanskaya Aviatsiya" magazine at AMS sep62
9 2 10 01	CCCP-42442	Tu-104B	AFL/International	trf	15feb64	transfer not mentioned in MGA document
9 2 10 02	CCCP-42442	Tu-104B	AFL/Moscow (MUTA)	trf	jun66	based at DME; transfer not mentioned in MGA document
9 2 10 03	CCCP-42442	Tu-104B	AFL/International	trf	21may71	f/n SVO 02jun71
9 2 10 04	CCCP-42442	Tu-104B	AFL/East Siberia	trf	02nov73	transfer not mentioned in MGA document; f/n AMS 21jul73; soc 28apr79 as life-time expired; was preserved in the Chkalov park at Dnipropetrovsk from 1980; scrapped nov86
9 2 10 05	CCCP-42442	Tu-104B	AFL/Ukraine-ODS	trf	1973	toc 04aug61 according to MGA document; second Tu-104E prototype, 100 pax configuration; in Aeroflot c/s
9 2 11 01	CCCP-42443	Tu-104E	AFL/GosNII GVF	rgd	08sep59	f/n LED 22jul70; soc 14jan77 as worn out
9 2 11 02	CCCP-42443	Tu-104E	AFL/Krivoi Rog FS	trf	02jun66	toc 27sep59; rgd 03oct59; 100 pax configuration, later converted to 115 pax configuration, date unknown; was the first aircraft on a scheduled flight from DME 25mar64, thus officially opening the airport
9 2 11 03	CCCP-42444	Tu-104B	AFL/Moscow (MUTA)	mfd	19sep59	f/n LGW 02jun72; opb 90 LO; w/o 17mar79 on a flight from Moscow-Vnukovo to Odessa when a false fire warning in the left engine (caused by hot air leaking from a de-icing system pipe) appeared 5 seconds after lift-off and forced the crew to shut the engine down after 6 minutes and return to Vnukovo, as the crew was not sure whether the engine fire had been extinguished it did not dump fuel so that the maximum landing weight was exceeded by 10.2 t, while descending in the clouds the aircraft suffered from heavy icing, on finals at night in bad visibility and with a tailwind the aircraft descended too fast and dropped below the glide path (due to the weight and the icing), a go-around was not possible under these conditions with only one engine working, so the aircraft hit a mast of a high-voltage power-line 14 minutes after take-off, crashed in a forest near Kievskoye shosse (N55.598889 E37.308889) and broke up, 1 of 6 crew and 57 of 113 passengers killed (most survivors were severely injured); t/t 24,356 hours and 14,118 cycles; canx 1979; this accident resulted in the decision to withdraw the Tu-104 from civil passenger service nov79; soc 10may79
9 2 11 04	CCCP-42444	Tu-104B	AFL/Ukraine-ODS	trf	06apr72	rgd 29oct59; 100 pax configuration, later converted to 115 pax configuration, date unknown
9 2 11 05	CCCP-42445	Tu-104B	AFL/Uzbekistan-TAS	toc	07oct59	f/n VKO 06apr72; soc 27sep77 as life-time expired; seen derelict KBP 07sep92 without undercarriage
9 2 11 06	CCCP-42445	Tu-104B	AFL/Ukraine-KBP	trf	20jan66	rgd 18dec59; 100 pax configuration, later converted to 105 pax configuration, date unknown
9 2 11 07	CCCP-42446	Tu-104B	AFL/Georgia-TBS	toc	06nov59	soc 27feb78 as life-time expired; was preserved in Leninski Komsonol park at Odessa from around 1979/80; scrapped
9 2 11 08	CCCP-42447	Tu-104B	AFL/Northern-LED	rgd	02dec59	100 pax configuration; hit approach lights in bad weather Odessa 10jul61; soc 17aug61 and canx same date
9 2 11 09	CCCP-42448	Tu-104B	AFL/Ukraine-IEV	toc	18dec59	100 pax configuration
9 2 11 10	CCCP-42448	Tu-104B	AFL/Northern-LED	trf	11jan60	rgd 28jan60; later converted to 105 pax configuration, date unknown; f/n LGW 10aug70; featured in the Soviet movie "Sibiria" shot in 1976; soc 23feb78 as life-time expired; canx 28feb78; f/n LED aug78
9 2 11 11	CCCP-42449	Tu-104B	Soviet Gvt/AFL c/s	toc	05jan60	in 100 passenger configuration; rgd 20jan60; opb 235 OAO at VKO; f/n DRS 11apr60
9 2 11 12	CCCP-42449	Tu-104B	AFL/Moscow (MUTA)	trf	20jan61	opb Vnukovski OAO; converted to 105 passenger configuration, date unknown; appeared in the 1965 Soviet film "Tridsat' tri" (Thirty Three)
9 2 11 13	CCCP-42449	Tu-104B	AFL/West Siberia	trf	20jul65	opb Irkutski OAO
9 2 11 14	CCCP-42449	Tu-104B	AFL/Ukraine	trf	20nov72	involved in an accident, details unknown; soc 30sep75 as worn out
9 2 11 15	CCCP-42450	Tu-104B	AFL/West Sib.-OVB	toc	08jan60	rgd 14jan60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n VKO may60; converted to a Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; photo CEK 1974; soc 18nov76 as life-time expired
9 2 11 16	'CCCP-L5412'	Tu-104B	Aeroflot	VKO	aug81	preserved at Vnukovo since 15sep76 with this fake registration (to commemorate the 20th anniversary of the first Tu-104 passenger flight by the original CCCP-L5412 c/n 5350001, which was tested to destruction), removed 23sep04 and scrapped; see c/ns 5350001 and 021905
9 2 11 17	CCCP-42465	Tu-104B	AFL/Uzbekistan-TAS	toc	04feb60	100 pax configuration; see same trf date next line
9 2 11 18	CCCP-42465	Tu-104B	AFL/International	trf	04feb60	rgd 24mar60; f/n LHR 12nov64; f/n LGW 29aug65
9 2 11 19	CCCP-42465	Tu-104B	AFL/Ukraine	trf	16mar71	canx jan80; soc 18jan80 as life-time expired
9 2 11 20	CCCP-42466	Tu-104B	AFL/Far East-KHV	trf	12feb60	rgd 14apr60; 100 pax configuration; soc 27sep77 as life-time expired
9 2 11 21	CCCP-42467	Tu-104B	AFL/Far East-KHV	toc	23feb60	rgd 14apr60; 100 pax configuration; canx 23mar79 and soc same date as life-time expired

0 2 12 01	CCCP-42468	Tu-104B	AFL/West Sib.-OVB	toc	29feb60	rgd 24mar60; 100 pax configuration, later converted to 115 pax configuration, date unknown; l/n AMS 21jul68; converted to Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; soc 27sep77 as life-time expired
0 2 12 02	CCCP-42469	Tu-104B	AFL/Moscow (MUTA)	toc	08mar60	initially in 100 passenger configuration; rgd 24mar60; opb 207 AO at VKO (relocated to SVO 18aug60); f/n DRS 11apr60; later upgraded to 105 passenger configuration, date unknown; appeared in the 1965 Soviet film "Akvalangi na dne" (Scuba Sets on the Sea Floor) and in the 1969 Soviet film "Nepodsudsen" (Not under the Jurisdiction)
	CCCP-42469	Tu-104B	AFL/Far East	trf	27mar72	opb 202 LO of Khabarovsk OAO
	CCCP-42469	Tu-104B	AFL/Ukraine	trf	17apr79	also given as 13feb79; transfer not mentioned in the MGA listing; opb 90 LO of Odesski OAO; l/n operational PRG 12may79; soc 17apr80 as time between overhauls exceeded and canx the same day; handed over to the administration of Dneprodzerzhinsk (Ukraine) based on a decree of the MGA dated 06sep79 and was preserved at Dneprodzerzhinsk; scrapped probably in 1991, as 1991 photos show it was destroyed due to arson
0 2 12 03	CCCP-42470	Tu-104B	AFL/Georgia-TBS	toc	22mar60	rgd 13may60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n DME 27aug75; soc 27oct77 as life-time expired
0 2 12 04	CCCP-42471	Tu-104B	AFL/Northern-LED	mfd	22feb60	toc 24mar60; rgd 13apr60; opb 205 LO 1-go Leningradskogo OAO; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LHR 05apr68; seen LHR sep70; w/o 28nov76 on a flight from Moscow-Sheremetyevo to Leningrad when the PP-1PM artificial horizon failed (probably due to failure of the 36 V electrical system) shortly after take-off at night in bad visibility, the crew lost spatial orientation, the aircraft banked first to the right and then to the left, reaching a bank angle of 90 degrees, lost height, crashed in a wood near Klushino in the Solnechnogorsk district of the Moscow region (N56°01'11" E37°17'30") and exploded, all 6 crew and 67 passengers killed; t/t 22,199 hours 30 minutes and 13,336 cycles; soc 11feb77
0 2 12 05	CCCP-42472	Tu-104B	AFL/Moscow (MUTA)	toc	12apr60	in 100 pax configuration; rgd 23apr60; opb Vnukovskoye PO
	CCCP-42472	Tu-104B	AFL/Ukraine-ODS	trf	28apr61	opb 208 AO (became 208 LO Borispol'skogo OAO in 1964); converted to 115 pax configuration, date unknown
	CCCP-42472	Tu-104B	AFL/East Sib.-IKT	trf	23jan73	opb Irkutsk OAO; dbr 30aug75 on landing at Novosibirsk when came down hard and the right main gear broke; soc 30dec76
0 2 13 01	CCCP-42473	Tu-104B	AFL/Far East-KHV	toc	20apr60	rgd 11may60; 100 pax configuration; f/n IKT late77
	CCCP-42473	Tu-104B	AFL/Ukraine	trf	10feb79	canx 17apr80 and soc same date as life-time expired; was preserved in Park Pobedy (Victory Park) at Sevastopol; photo (date unknown) with tail cut off
0 2 13 02	CCCP-42474	Tu-104B	AFL/Moscow (MUTA)	toc	05may60	rgd 25may60; 100 pax configuration
	CCCP-42474	Tu-104B	AFL/International	trf	15feb64	f/n LGW 22may66
	CCCP-42474	Tu-104B	AFL/Ukraine	trf	06jun67	
	CCCP-42474	Tu-104B	AFL/International	trf	20jul67	
	CCCP-42474	Tu-104B	AFL/Ukraine	trf	15jul73	soc 10oct79 as life-time expired; was preserved in Park im. Chkalova at Dnepropetrovsk from 1979, photos taken in 1981/82; scrapped in 1987
0 2 13 03	CCCP-42475	Tu-104B	AFL/East Sib.-IKT	toc	30apr60	rgd 16may60; 100 pax configuration, later converted to 105 pax configuration, date unknown
	CCCP-42475	Tu-104B	AFL/International	trf	25apr72	transfer not mentioned in MGA document
	CCCP-42475	Tu-104B	AFL/East Sib.-IKT	trf	1973	transfer not mentioned in MGA document; canx jun78 and soc 25oct78 as life-time expired
0 2 13 04	CCCP-42476	Tu-104B	AFL/West Sib.-OVB	toc	30apr60	in 100 pax configuration; rgd 19may60; opb Tolmachovski OAO; w/o 09jun64 on the leg from Chelyabinsk to Novosibirsk of a flight from Moscow to Novosibirsk when tried to land in a thunderstorm with heavy rain and had to go around at touch-down, but a crew member deployed the breaking parachute due to poor crew resource management and the pilot put the engines on idle then so that the aircraft lost speed and banked to the right, the right wing touched the ground left of the runway after 1,140 metres and the aircraft broke up, all 6 (cockpit) crew and 19 passengers escaped unhurt; soc 10jul64 and canx the same day
0 2 13 05	CCCP-42477	Tu-104B	AFL/Moscow (MUTA)	toc	05may60	rgd 25may60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LHR 19may61
	CCCP-42477	Tu-104B	AFL/Ukraine-ODS	trf	04jan73	l/n LGW 02apr74; soc 16oct79 as life-time expired; was preserved at the crossing of ul. Kosmonavtov and ul. Engelsa at Druzhkivka (Donetsk region of Ukraine); scrapped in 2000
0 2 14 01	CCCP-42478	Tu-104B	AFL/Ukraine	mfd	22feb60	initially in 100 pax configuration; toc 30may60; rgd 23jun60; later converted to 115 pax configuration, date unknown; opb 79 AO as of 01nov61 (disbanded 07dec62); trf to 90 AO dec62 (became 90 LO Odesskogo OAO in 1964); soc 30nov77 as life-time expired and canx the same day; trf to 9 NIU GKNII VVS (military unit 21236) at Vladimirovka
0 2 14 02	CCCP-42479	Tu-104B	AFL/West Sib.-OVB	toc	24may60	rgd 23jun60; 100 pax configuration; f/n GVA 03jun68; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; soc 30jun77 as life-time expired
0 2 14 03	CCCP-42480	Tu-104B	AFL/Ukraine-SIP	toc	11jun60	initially in 100 pax configuration; rgd 23jun60; later converted to 115 pax configuration, date unknown; opb 79 AO as of 01nov61 (disbanded 07dec62); f/n LED 12aug68; l/n LGW 29apr72; soc 14jan77 as life-time expired
0 2 14 04	CCCP-42480	Tu-104B	AFL/Ukraine-KBP	trf	nov62	100 pax configuration
	CCCP-42481	Tu-104B	AFL/GosNII GVF	toc	15jun60	rgd 04aug60
	CCCP-42481	Tu-104B	AFL/Uzbekistan-TAS	trf	19jul60	photo exists at OVB, date unknown; soc 30jan78 as life-time expired
	CCCP-42481	Tu-104B	AFL/West Sib.-OVB	trf	13mar65	rgd 23jun60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11jul70; converted to Tu-104B-TS cargo/medevac version by an ARZ 21feb72; last flight 25mar77 to Kazan and was preserved at Factory No. 22 (KAPO); soc 31may77 as life-time expired; broken up by 1997
0 2 14 05	CCCP-42482	Tu-104B	AFL/West Sib.-OVB	toc	10jun60	100 pax configuration; toc 01aug60; opb 205 AO at Leningrad-Shosseynaya; w/o 18may63 on the leg from Kuibyshev to Leningrad of a cargo flight from Tashkent to Leningrad when visibility deteriorated shortly before landing, the aircraft dropped below the glide path while flying through an area of haze between the outer and the inner marker as the crew was not ready to change from VFR to IFR, the pilot pulled up after having been warned by ATC but did not increase thrust so that the aircraft lost speed, started to descend steeply, came down very hard near the inner marker and broke up, all 8 crew and all passengers (cargo escorts) slightly injured; canx 07jul63 and soc 17jul63
0 2 15 01	CCCP-42483	Tu-104B	AFL/Northern-LED	rgd	23jul60	avionics test-bed for inertial and astro-inertial navigation systems; seen ZIA aug92/sep93 derelict but was gone by aug95; sequential registration CCCP-42484 was used on Tu-16 c/n 62203208
0 2 15 02	CCCP-06195	Tu-104B	GKAT Zhukovski	rgd	13jul62	initially in 100 pax configuration; rgd 28jul60; later converted to 115 pax configuration, date unknown
0 2 15 03	CCCP-42485	Tu-104B	AFL/Ukraine-SIP	toc	14jul60	opb Irkutsk OAO; soc 24apr78 as time between overhauls exceeded; was used for anti-terrorist training at the MVD training area at Balashikha (N55.808262 E38.039946); seen sep90/mar02 in reasonable condition; no longer visible on Google Earth, so probably scrapped
	CCCP-42485	Tu-104B	AFL/Ukraine-KBP	trf	nov62	toc 21jul60; rgd 23sep60; 100 pax configuration, later converted to 115 pax configuration, date unknown; opb 112 LO; w/o 13oct73 on a flight from Kutaisi to Moscow-Domodovodovo when the power supply of the KS-8 compass system and the PP-1PM artificial horizons failed on finals at night in bad visibility, the crew lost spatial orientation, the aircraft entered a left spin (at a height of less than 400 metres) and crashed in a field 16.3 km north-west of the runway threshold, all 8 crew and 114 passengers (among them 8 illegal ones) died; t/t 16,250 hours and 9,776 cycles; soc 26jan74
0 2 15 04	CCCP-42486	Tu-104B	AFL/Georgia-TBS	mfd	05jul60	toc 23aug60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11jul70; seen LGW 29jul73; soc 22may78 as life-time expired; preserved at the KAPO factory at Kazan since 25mar77 but no sightings since the 1990s
0 2 15 05	CCCP-42487	Tu-104B	AFL/Northern-LED	rgd	04aug60	rgd 10aug60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 27may70; soc 30nov78 as life-time expired
0 2 16 01	CCCP-42488	Tu-104B	AFL/East Sib.-IKT	toc	26jul60	initially in 100 pax configuration, converted to 115 pax configuration at an unknown date; toc 11aug60; rgd 26aug60; opb 79 AO at Simferopol as of 01nov61 (disbanded 07dec62); trf to 90 AO at Odessa dec62 (became 90 LO of Odesski OAO in 1964); appeared in the 1965 Soviet film "Akvalangi na dne" (Scuba Sets on the Sea Floor); f/n LED 11aug75; soc 30nov77 as life-time expired; scrapped around 1982
0 2 16 02	CCCP-42489	Tu-104B	AFL/Ukraine	mfd	28aug60	initially in 100 pax configuration; toc 15aug60; rgd 03sep60
0 2 16 03	CCCP-42490	Tu-104B	AFL/Ukraine-SIP	mfd	15aug60	opb 208 AO (became 208 LO Borispol'skogo OAO in 1964); later converted to 115 pax configuration, date unknown; f/n in late 1966; w/o 10oct71 on a flight from Moscow-Vnukovo to Simferopol when an explosive device detonated in the passenger cabin (close to frame No. 45) shortly after take-off, destroying the control lines leading to the empennage, so that the aircraft went out of control and crashed near Baranovo (10 km south-west of Vnukovo airport), all 7 crew and 18 passengers killed; t/t 13,062 hours and 10,452 cycles; soc 03jan72
	CCCP-42490	Tu-104B	AFL/Ukraine-KBP	trf	nov62	rgd 11oct60; 100 pax configuration; f/n LHR 20feb61; crashed on approach to Sofia 04jun62, attempting to return to Sofia after the left engine was shut down on take-off; soc 10jul62 and canx same date
0 2 16 04	CCCP-42491	Tu-104B	AFL/Moscow (MUTA)	toc	25aug60	mfd given as 26aug60 i; rgd 11oct60; 100 pax configuration; f/n LHR 11jun61
0 2 16 05	CCCP-42492	Tu-104B	AFL/Moscow (MUTA)	toc	25aug60	transfer not mentioned in MGA document; w/o 13jul63 on the leg from Beijing to Irkutsk of a flight from Beijing to Moscow (flown by a crew from 207 AO MUTA) when descended too fast through low clouds on finals, hit approach lights 2,450 metres from the runway threshold (between the outer and inner marker) and touched a hill shortly after, continued to fly for 700 metres, eventually crashed 1,880 metres before the runway threshold and burnt out, all 8 crew and 25 of the 27 passengers killed (probably water had entered the static line, causing distorted indications of horizontal and vertical speed as well as of altitude); t/t 2,497 hours and 1,138 cycles; soc 12aug63 and canx same date
0 2 16 05	CCCP-42492	Tu-104B	AFL/East Sib.-IKT	trf	unknown	in 100 passenger configuration; rgd 11oct60; opb 200 AORS; f/n DRS 13apr61; overflew the Dutch AFB Woensdrecht at a height of 600 metres 17may61 which led to a diplomatic protest
0 2 17 01	CCCP-42493	Tu-104B	AFL/Moscow (MUTA)	toc	25aug60	f/n ARN 22sep73; l/n BUD 14aug71
	CCCP-42493	Tu-104B	AFL/International	trf	15feb64	the MGA document contains a crossed-out remark of a transfer of the aircraft to AFL/Ukraine probably 12may74 (the month is difficult to read) - CCCP-42493 is not included in a listing of Ukrainian directorate aircraft; soc 16aug79 as life-time expired
	CCCP-42493	Tu-104B	AFL/East Sib.-IKT	trf	02nov73	rgd 21nov60; 100 pax configuration; f/n LED 22jul70; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; soc 27dec77 as life-time expired; donated by NAPO im. Chkalova to the city of Novosibirsk in 1979 and transported to the "Beryozovaya roshcha" park (order dated 28mar79, was to be put up until 01jun79); used as café "Samolyot" (aircraft) in 1983 (the modifications took several years), but was closed down after several months due to deficiencies in hygiene; removed in 1985; remains l/n near Irkutsk-2 (Vostochny) airfield in 1989; scrapped
0 2 17 02	CCCP-42494	Tu-104B	AFL/West Sib.-OVB	toc	29oct60	

0 2 17 03	CCCP-42495	Tu-104B	AFL/Moscow (MUTA)	toc	15sep60	rgd 11oct60; 100 pax configuration; f/n AMS 21sep62; crashed on test flight from Sheremetyevo 25oct62 as the rudder controls were mounted the wrong way round during maintenance !; soc 24dec62 and canx same date
0 2 17 04	CCCP-42496	Tu-104B	AFL/West Sib.-OVB	toc	01oct60	rgd 26oct60; 100 pax configuration, later converted to 105 pax configuration, date unknown; converted to Tu-104B-TS cargo/medevac version by an ARZ 21feb72; soc 29aug77 as life-time expired
0 2 17 05	CCCP-42497	Tu-104B	AFL/Far East-KHV	rgd	26oct60	toc 11nov60; 100 pax configuration; soc 27dec78 as life-time expired
0 2 18 01	CCCP-42498	Tu-104B	AFL/GosNII GVF	rgd	17mar60	in Aeroflot c/s; toc not mentioned in MGA document; 100 pax configuration
	CCCP-42498	Tu-104B	AFL/Moscow (MUTA)	trf	30dec60	
	CCCP-42498	Tu-104B	AFL/GosNII GVF	trf	05feb61	
	CCCP-42498	Tu-104B	MRP NPO "Vzlyot"	rgd	17mar61	
	CCCP-42498	Tu-104B	AFL/Moscow (MUTA)	trf	30oct63	
	CCCP-42498	Tu-104B	AFL/GosNII GVF	trf	12mar64	
	CCCP-42498	Tu-104B	MRP NPO "Vzlyot"	trf	07mar74	
0 2 18 02	CCCP-42499	Tu-104B	AFL/Moscow (MUTA)	toc	26oct60	canx 1981 based at VKO; CofR renewal 29oct61; 100 pax configuration, later upgraded to 115 pax configuration, date unknown
	CCCP-42499	Tu-104B	AFL/East Siberia	trf	21mar72	soc 25may79 as life-time expired
0 2 18 03	CCCP-42500	Tu-104B	AFL/Moscow (MUTA)	rgd	03nov60	toc 06nov60; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; f/n VKO 30jun70
	CCCP-42500	Tu-104B	AFL/Ukraine-ODS	trf	13jan73	soc 23mar79 as life-time expired; canx 15apr79
0 2 18 04	CCCP-42501	Tu-104B	AFL/Ukraine-IEV	mfd	26oct60	initially in 100 pax configuration; toc 06nov60; rgd 02dec60; opb 208 AO (became 208 LO Borispol'skogo OAO in 1964); later converted to 115 pax configuration, date unknown
	CCCP-42501	Tu-104B	AFL/Far East-KHV	trf	21apr73	opb Khabarovsk OAO; dbr 05nov74 on landing at Chita when overran the runway by 430 metres and collided with a railway embankment, no casualties; t/t 17,301 hours and 12,990 cycles; soc 28nov74
0 2 18 05	CCCP-42502	Tu-104B	AFL/Uzbekistan-TAS	toc	13nov60	rgd 19dec60; 100 pax configuration, later upgraded to 115 pax configuration, date unknown
	CCCP-42502	Tu-104B	AFL/Moscow (MUTA)	trf	11mar65	based at DME; f/n VKO 30jun70
	CCCP-42502	Tu-104B	AFL/Ukraine-ODS	trf	19jan73	soc 16nov79 as life-time expired and canx same date; destroyed in 1980 in a fire training exercise at odessa (on Youtube)
0 2 19 01	CCCP-42503	Tu-104B	AFL/Georgia-TBS	mfd	24nov60	toc 19dec60; rgd 02jan61; 100 pax configuration, later upgraded to 115 pax configuration, date unknown; opb 112 LO; w/o 07dec73 on the leg from Mineralnyye Vody to Moscow-Domodovodovo of a flight from Kutaisi to Moscow when came in too far right on final approach in bad visibility at night and the pilot banked hard left instead of going around, the left wing touched the ground 135 metres in front of the runway threshold and 25 metres to the right of its extended centreline, the aircraft crashed, broke up and caught fire, 5 of the 7 crew and 11 of the 68 passengers killed plus 2 crew and 41 passengers injured; t/t 18,300 hours and 10,983 cycles; soc 26jan74
0 2 19 02	CCCP-42504	Tu-104B	AFL/Far East-KHV	toc	08dec60	in 100 pax configuration; rgd 23dec60; opb 202 AORS at KHV; dbr 02nov61 on the leg from Khabarovsk to Vladivostok of a flight from Moscow to Vladivostok when dropped below the glide path on final approach in poor weather at night, collided with a high-voltage power-line 100 metres before the inner marker, with the mast of the inner marker and with a tree top, the captain decided to go around, but the aircraft lost fuel from the damaged left wing so that the left engine flamed out, the captain decided to divert to Vozdvizhenka, but the right engine flamed out as well on final approach due to fuel starvation and the aircraft made a wheels-up landing in a field close to Vozdvizhenka airfield, suffering substantial damage, all 8 crew and 13 passengers slightly injured; soc 15nov61 and canx the same day
0 2 19 03	CCCP-42505	Tu-104B	AFL/Northern-LED	mfd	06dec60	toc 20dec60; rgd 30jan61; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; opb 205 LO Leningrad'skogo OAO; f/n LED 01aug70; l/n LGW 03may71; dbr 23apr73 on a flight from Leningrad-Shosseinaia (now Pulkovo) to Moscow-Sheremetyevo when a hijacker demanded to be flown to Stockholm, but the crew returned to Leningrad-Shosseinaia and the hijacker set off a bomb when the landing gear was lowered, the crew managed to land safely, but the bomb killed the hijacker and 1 of the 6 crew (the flight engineer) while the other 5 crew and 50 passengers escaped unhurt; t/t 17,095 hours and 10,698 cycles; soc 06jun73
0 2 19 04	CCCP-42506	Tu-104B	AFL/Uzbekistan-TAS	mfd	16dec60	in 100 pax configuration; toc 03dec60; rgd 27jan61; opb Tashkentski OAO
	CCCP-42506	Tu-104B	AFL/Far East-KHV	trf	11jan65	opb Khabarovsk OAO; w/o 30sep73 on the leg from Sverdlovsk to Omsk at night of a flight from Sverdlovsk to Vladivostok when the artificial horizon instruments did not give correct indications as they lacked power supply and the crew did not realise this as they were flying in clouds so that the aircraft entered a left downward spiral while flying a left turn shortly after take-off, crashed in a forest 10 km south-west of Sverdlovsk-Koltsovo airport and exploded; all 8 crew and 100 passengers killed; t/t 20,582 hours and 9,412 cycles; soc 22feb74
0 2 19 05	CCCP-42507	Tu-104B	AFL/Moscow (MUTA)	toc	30dec60	rgd 16jan61; 100 pax configuration
	CCCP-42507	Tu-104B	Soviet Gvt/AFL c/s	trf	07dec62	opb 235 OAO at VKO from 07dec62 until 15feb64
	CCCP-42507	Tu-104B	AFL/International	trf	01jan65	f/n LGW 04jul65 and LHR 05aug65; l/n ZRH 29aug71
	CCCP-42507	Tu-104B	AFL/Far East-KHV	trf	07jan74	
	CCCP-42507	Tu-104B	AFL/Ukraine-ODS	trf	18feb79	
	'CCCP-L5412'	Tu-104B	Vnukovo	VKO	09apr06	soc 16nov79 as life-time expired and canx same date; was preserved near VARZ-400 at Vnukovo from 1980, l/n aug05
0 2 20 01	CCCP-42508	Tu-104B	AFL/Moscow (MUTA)	toc	16jan61	preserved on a plinth at Vnukovo (N55.597574 E37.307936) in these fake colours and registration from 09apr06 (replaced 'CCCP-L5412' c/n 921102 which was broken up sep04), l/n sep23
	CCCP-42508	Tu-104B	Soviet Gvt/AFL c/s	trf	18jan61	the last Tu-104 built; in 100 passenger configuration
	CCCP-42508	Tu-104B	AFL/International	trf	15feb64 ?	opb 235 OAO at VKO from 18jan61 until 15feb64; rgd only 16jun61; f/n LHR 11jul61 (used by Yuri Gagarin for his visit to the UK)
	CCCP-42508	Tu-104B	AFL/Ukraine	trf	11jan74	on charge as of 01jan65; f/n LGW 01aug65; l/n LGW 23jul72
	CCCP-42508	Tu-104B	AFL/Ukraine	trf	11jan74	soc 13jul79 as time between overhauls exceeded; was preserved in the park Zauralnaya roshcha at Orenburg and used as a children's cinema reportedly from 1980, seen sep86; destroyed by arson in 1987 or 1988

Aircraft with unknown c/ns

---	"001" black	Tu-104A	Soviet Air Force	photo	a VIP aircraft used by Marshal Radion Ya. Malinovskiy; black and white photo exists, with code and Red star on the fin, large code on the forward fuselage and thin 'lightning-bolt' cheatline; VIP "0xx" codes were reportedly phased out circa 1958, with some aircraft adopting CCCP- five digit registrations instead
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Photos and details exist of the following aircraft for which no (factory and register) details can be found: CCCP-L5460 Tu-104B probably never existed but was mentioned in a Putnam book in 1968 as unconfirmed, CCCP-42527 photo appeared in a book on test aircraft, but possibly this was doctored (CCCP-42327 was operated for many years by GosNII/GVF).

Tupolev Tu-110

After factory trials of the Tu-104 had started, Tupolev decided to develop a version of the airliner with four, less powerful, turbojets. The reason for this was to reach a higher reliability which would have been necessary for possible exports as most Western jetliners of that era had four engines. Tupolev's proposal was approved by the Soviet leadership, and on 12 August 1955 the Council of Ministers issued a decree ordering the development of an airliner based on the Tu-104, but powered by four Lyulka AL-7P turbojets. Design work for the 'izdeliye 110' (or 'PO') had already started in late June 1955. The prototype Tu-110 (in a configuration with 50 seats) was built by Tupolev's Factory No. 156 in Moscow, using parts delivered by Factory No. 22, and took off for the first time on 11 March 1957.

Trials went without problems, and it was decided to start series-production at Factory No. 22 in Kazan in 1957, with five aircraft to be built in 1958. The production version was designated Tu-110A and had 100 seats. However, only three aircraft were completed as it turned out that there was no real demand for the Tu-110. As no export deliveries were envisaged apart from the six Tu-104As for CSA, and the AM-3 engines became more reliable after some modernisation, and the Tu-104B also seating 100 passengers, it was deemed not sensible to have two similar aircraft in the inventory, so the Tu-110 programme was eventually cancelled.

On 18 July 1958, the Council of Ministers ordered the development of the Tu-124 which was to be powered by two Solovoyov D-20P turboprops. As the D-20P was still unproven it was decided to use the four Tu-110s as test-beds to speed up the trials of this engine. The engines were replaced with four D-20Ps in 1959 for the prototype and the three production aircraft in 1960. Afterwards they received the designation Tu-110B.

Later the first Tu-110B received the modified D-20PO turboprops with an air bleeding system, and became a Tu-110LL flying laboratory. It wound up as an avionics test-bed at the NILITs im. V.S. Grizodubovoi (Scientific Research Flight Test Centre) and was used in 1964/69 to test the "Sapfir-23" radar developed for the MiG-23 fighter. The other three aircraft were also used for testing various flying equipment, in particular radar systems.

One of the Tu-110s was noted in Akhtubinsk in 1971 and also in the early 1980s fling. Another one was stored at the KIIGA (Kiev Civil Aviation Engineering Institute) airfield at Kiev-Zhuliany and noted there in 1980; it was scrapped sometime in the 1980s. Some fragments of the aircraft might still lie there. Apart from that, there is a report that a Tu-110 had been stored at Ulyanovsk, but was also scrapped. Unfortunately, this is all that is known about the type.

1 Tu-110 prototype built by Factory No. 156 at Moscow-Lefortovo in 1957

56 0 0	"5600"	Tu-110	GKAT Zavod No. 156	mfd	early57	in basic Aeroflot c/s with Red Stars; f/f 11mar57; f/n VKO 09jul57
	CCCP-L5600	Tu-110	GKAT Zavod No. 156	IEV	1970s	in Aeroflot c/s; wfu approximately in 1961 and trf to the Kiev Institute of Civil Aviation (KIIGA) at IEV for use as a ground instructional airframe; l/n 16oct76; scrapped at IEV apr84

3 Tu-110 built by Factory No. 22 at Kazan-Borisoglebskoye in 1957 and 1958

55 1 1	CCCP-L5511	Tu-110	GKAT Zavod No. 22	f/f	24oct57	in Aeroflot c/s; photos also exist in basic Aeroflot c/s with Red Stars; received D-20P engines in 1959 and thus became a Tu-110B
	CCCP-L5511	Tu-110B	MRP NPO "Vzlyot"	trf	unknown	may have become a Tu-100LL; later received D-20PO engines; used to test the "Sapfir-23" radar for the MiG-23 in 1964/69
55 1 2	CCCP-L5512	Tu-110A	GKAT Zavod No. 22	mfd	1957	in Aeroflot c/s; received D-20P engines in 1959 and thus became a Tu-110B
	CCCP-L5512	Tu-110B	MRP NPO "Vzlyot"	trf	unknown	converted for tests in 1970/71; used for research and tests of the "Sapfir" radar until 1973/74; probably this was the Tu-110 which was stored at the NPO "Vzlyot" test site at Yermolino for a long time

55 1 3	CCCP-L5513 CCCP-L5513	Tu-110A Tu-110LL	GKAT Zavod No. 22 MRP NPO "Vzlyot"	mfd trf	1958 30dec71	in Aeroflot c/s; received D-20P engines in 1960 and thus became a Tu-110B in Aeroflot c/s; converted into a flying laboratory by EMZ im. Myasishcheva oct71/dec71; used for research and tests of the "Sapfir" radar until 1973/74; still flew in the early 1980s; sat at Akhtubinsk in the late 1980s (photo proof of old-style registration) and was later used as a ground target at a training range of GLITs VVS at Akhtubinsk
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Tupolev Tu-114 and Tu-126

The sight of the mighty four engine Tu-114 with its counter-rotating propellers at a Western airport in the 1960s evoked almost as much amazement and enthusiasm as, later, the Concorde did. It was a truly gigantic aircraft for its time, dwarfing anything else on the ramp. It was the biggest commercial aircraft in the world back then and the fastest propeller-driven airliner. Its history goes back to the mid 1950s when Aeroflot had a need for a large aircraft with a long range to operate over the vast expanses of the Soviet Union as well as on long-distance intercontinental routes.

The design derived from the Tupolev Tu-95, a long-range strategic bomber which had flown first in 1952 and had first appeared in public at the Tushino Aviation day in August 1955. Accordingly, the aircraft was called Tu-95P (for 'passazhirski', passenger) at first before being renamed Tu-114 (after its 'izdeliye' number) later. The new airliner made its first flight on 15 November 1957, but before that two Tu-95s were taken from the production line and produced as the Tu-116 (see there). The Tu-114 entered regular service on the Vnukovo-Khabarovsk route on 24 April 1961.

On July 10, 1962, two crews commanded by A.K. Vitkovsky and H.N. Tskhovrebov made a flight to Havana with an intermediate landing in Conakry, Guinea at an airport built by the Soviets a few years earlier. The total flight time was 21h 16 min. After this flight, it seemed that Cuba was no longer isolated from the USSR and regular flights could start. But at this time of cold war, the US government tried to do their best to hinder flights between the USSR and Cuba so, they asked the government of Guinea to refuse landing permission to the Tu-114 at Conakry, formally explaining that the airport could no longer accept aircraft of more than 150 tons. Only four flights were ever made through Conakry. Then, the route was modified and passed through Dakar, Senegal. After four flights, the Soviets were refused at this airport too, this time the reason was "they are transporting arms". Three more flights were made through Algiers, and finally Aeroflot could land nowhere in Africa, so it had to search for another route. Abandoning flights to Cuba was the last thing to do, it was exactly what US government was trying to achieve. The only solution was to make non-stop transatlantic flights over the Arctic Ocean with an intermediate landing in Murmansk, not so far from Moscow. Theoretically, the aircraft was able to cover the distance of 10900 km (6700 miles) between Murmansk and Havana. In practice, it wasn't always the case. On January 7, 1963, the route Moscow Sheremetyevo-Murmansk-Havana was inaugurated by Tu-114 CCCP-76480. The route followed the Finnish, Norwegian and British coast, passed Reykjavik, southern Greenland, then passed Gander, New-York and Varadero.

In 1963 Delhi was added to the network, with an African service to Conakry and Accra commencing on 19 August 1965 and a service from Moscow to Montreal starting on 4 November 1966. In 1967, Tu-114 opened simultaneously four new international flights, Moscow Sheremetyevo to New-York, Tokyo, Beijing and Brazzaville. Additionally, Japan Air Lines decided to use the Tu-114 in cooperation with Aeroflot on the following routes: Tokyo-Moscow-Paris, Tokyo-Moscow-London, Tokyo-Moscow-Roma and Tokyo-Moscow-Copenhagen. Four aircraft were used: CCCP-76464, CCCP-76470, CCCP-76474 and CCCP-76490. They were carrying a little JAL logo and the inscription "Japan Air Lines" at the front of the fuselage, in addition to a big Aeroflot inscription and the red banner on the tail. This was the first time a Soviet and a non-communist company flew together the first joint flight with JAL taking place on April 17, 1967 on CCCP-76464.

The Tu-114 could accommodate 170 passengers. What made the Tu-114 unique then was the presence on board of a restaurant and sleeping compartments. On domestic flights, the restaurant was used as just another cabin. Each compartment had two lower and one upper beds, a table and a lamp. Passengers received sheets and blankets after two hours of flight. The incredible growth of demand made Aeroflot replace sleeping compartments with ordinary seats in 1969, increasing the seating capacity from 170 to 220. In 1968-1969, Sheremetyevo airport received a big number of new long-range Ilyushin Il-62 jets that started to replace Tu-114 on its routes. In terms of prestige, it was considered better to use a jet on international flights.

The final withdrawal from international service took place in June 1969 when Il-62s took over the Tokyo route; from 1968 to 1969 all the Tu-114 were transferred to Domodedovo airport. At the same time, the Tu-114 started to serve more domestic routes increasing passenger demand at such a rate that it was impossible to get a ticket less than 15 days before the flight. Aeroflot's domestic department greatly appreciated the arrival of more Tu-114s to its domain, as it was the biggest passenger aircraft in the world (before the Jumbo Jet appeared).

On April 30, 1968, the Tu-114 opened domestic flights Domodedovo (Moscow)-Tashkent, then on October 1 Domodedovo-Alma-Ata. On June 22, 1971 the Tu-114 started non-stop flights to Anadyr, replacing Il-18 with two its intermediate landings in Hatanga and Tiksi. In the summer of 1971, the Tu-114 commenced the route Domodedovo-Novosibirsk and made a test run to Sukhumi (Georgia).

The biggest problem the Tu-114 encountered was the absence in the USSR of airports large enough to receive such a monster. That is why the geography of its flights has been limited to the mentioned routes. The lack of airport equipment made Aeroflot turn back to Il-18s on the route to Anadyr and finally never start using Tu-114s to Sukhumi. Moreover, the new Il-62 was taking over more and more Tu-114 destinations.

The first Tu-114s were withdrawn from use in 1970. By that time, they had only 11,000 to 14,000 hours each. Several aircraft had developed cracks in the engine mountings, and almost the whole fleet needed rework. However, conducting rework on the Tu-114 was considered not to be worthwhile, the more so as enough Il-62s were available by the mid 1970s to replace the type completely. So it was decided to withdraw the Tu-114 from use. 1974 was the last year of intensive use of the Tu-114. It flew nine flights daily to Khabarovsk, one daily flight to Novosibirsk and one to Tashkent. In 1975 it flew six flights daily and in 1976, only three.

The respective decrees were issued by the Council of Ministers on 17 December 1975 (No. 2757) and by the Ministry of Aviation Industry on 11 May 1976 (No. 100). Several Tu-114s were noted stored at Domodedovo in 1975, and the last passenger service by Aeroflot was the flight of CCCP-76485 from Khabarovsk to Domodedovo on 2 December 1976. Only the two Tu-114s operated by the Soviet Air Force remained in use until the early 1980s.

By the end of its operational life the type had carried some 6 million passengers on 50,000 flights accumulating 350,000 hours. Given that the average service life was fifteen years and the average number of flights was about 1,600 per aircraft (one flight every three days), it seems there was a degree of under-utilization of this magic aircraft.

The only other version apart from the 'plain' Tu-114 which entered production was the Tu-114D (for 'dalni', long-range) with a range extended to 10,750 km and the number of seats reduced to 60. It was developed for the Moscow-Havana route in 1962 and entered regular service on 7 January 1963. As far as is known by now, only three aircraft belonged to this version.

Several projects failed to materialise, among them the Tu-114A long-haul variant for 100 passengers, the Tu-114T freighter, the Tu-115 military transport, a version with six NK-8 turbofans and even a nuclear-powered ASW aircraft, the Tu-114PLO. The Tu-114 was manufactured by Factory No. 18 at Kuibyshev (now Samara), the prototype having been built at the Tupolev Factory No.156, then disassembled and moved to Zhukovski for flight testing. The actual number produced is open to debate but is now believed to be 33. The register of the former Soviet Union had a batch of registrations from CCCP-76458 to CCCP-76499 reserved, a total of 42 aircraft. However, the last recorded registration is CCCP-76491, and 76462 and 76463 were the two Tu-116s. CCCP-76461 does not appear to have been used, leaving a total of 31. When we add the prototype and the static test airframe, we arrive at 33 aircraft.

The newspaper 'Sovetskaya Estonia' printed a photo on 22 May 1964 showing a Tu-114 in Aeroflot c/s with the registration CCCP-76457. However, there is no record of this registration on the Soviet register between 1960 and 1968. So we came to the conclusion that this photo shows a fake registration. The more so, as there is no c/n left open for it. Although Paul Duffy and Andrei Kandalov write in their book 'Tupolev, The Man and his Aircraft' that CCCP-76457 was destroyed in an accident on 2 December 1966 when hitting a snow-mound on take-off at Sheremetyevo, this seems to be a mix-up with another reported accident, that of CCCP-76491 undershooting at Brazzaville in the Congo on 16 February 1966. The truth seems to be that there was only one Tu-114 accident, and it combines facts from both reported accidents: CCCP-76491 was destroyed at Sheremetyevo on 17 February 1966 (as also reported in 'Soviet Transport Aircraft Since 1945'). The aircraft was on a flight to Brazzaville, but the accident did not happen there, but already on take-off at Sheremetyevo when it hit a snow-mound... The Tu-114 involved in this accident was the newest at the time and had been in service for barely three months. This may have resulted in the cessation of production and the consequent non-use of the reserved registrations from 76492 to 76499. Probably several Tu-114s airframes were under production at that moment, and they may have been finished as Tu-126s (see below).

The first unit CCCP-L5611 was painted in a proper scheme: white top, then grey with blue and red stripes on white background below the windows and silver bottom. After it had been given to Monino Air Museum, it was painted in the scheme that was standard in the 60-ies for Tu-114s: white top with a dark blue stripe below the windows, silver bottom. As it has already been said, four units wore Japan Air Lines logo and inscription during their joint service, the inscription AEROFLOT was black. Finally, in the beginning of the 70-ies, Aeroflot introduced a unique scheme for all its aircraft: white top, dark blue stripe across the windows, silver bottom, the inscription AEROFLOT being dark blue too. Most of the Tu-114 still in service were repainted in the new livery, but some of them wore the old one until their retirement. Among the repainted Tu-114, little differences could be noted, especially on planes given to the Army, some planes didn't have the dark stripe along the tail (76478, 76485), propellers were painted either in black or in dark blue. The following were painted in new Aeroflot livery: CCCP-76475, CCCP-76478, CCCP-76480, CCCP-76485, CCCP-76486, CCCP-76488 and CCCP-76490. Finally, remaining in the old livery until retirement were: CCCP-76459, CCCP-76460, CCCP-76470, CCCP-76472 and CCCP-76487. The well known CCCP-76464 was in the old livery, until it was placed as a monument in front of Domodedovo airport and was only then repainted in the new Aeroflot livery.

Following their withdrawal from service, most Tu-114s, and the Domodedovo and Vnukovo VARZ ones as well, were sadly scrapped in June and July 2006, but the prototype which surprised the world in 1959 was flown to Monino on 16 March 1972 and has been preserved there ever since. Other complete examples exist at the Ulyanovsk Museum of Civil Aviation and the technical training college at Kryvyi Rih Aeronautical School in Ukraine.

Not mentioned in the list below is CCCP-L5700 of which a photo exists which must be fake.

The registrations used by the Tu-114 were subsequently re-allocated to the Il-76 with the exception of CCCP-76480. The construction number gives the year of manufacture, the factory code (8 for Factory No. 18 for CCCP-76457 to CCCP-76479 and M for CCCP-76480 to CCCP-76491), the type (4 for Tu-114), the batch number and the number in the batch.

2 Tu-114 prototypes built by Factory No. 156 at Moscow-Lefortovo in 1957

56 1 1	CCCP-L5611	Tu-114	Tupolev OKB	mfd	oct57	the first prototype; named 'Rossiya'; in Aeroflot c/s; the completed sections were transported to Zhukovski for re-assembly; f/f 15nov57 from Zhukovski; f/n BUD 05jun59; brought a Soviet delegation headed by the Deputy Chairman of the Council of Ministers, Frol Kozlov, to the US, landing at Andrews AFB 28jun59; used by Soviet leader Nikita Khrushchov on a state visit to the US; completed factory trials 31oct59 completed state trials 22jul60; severely damaged 21jun61 when the right main landing gear failed, was under repair for 18 months; ferried to Factory No. 18 20jan63 and brought there to series-aircraft configuration may63/sep65; used for system trials in 1965/68, the last of 326 test flights took place dec68; last flight 16mar72 (to Monino); t/t 794 hours 46 minutes; preserved in the Soviet/Russian Air Force museum at Monino (N55.832889 E38.182204), c/n checked in the cockpit (probably means batch 1
	CCCP-L5611	Tu-114	GK NII VVS	trf	dec59	

56 1 2 ?	CCCP-L5612	Tu-114	Tupolev OKB	mfd	feb58	aircraft number 1); vandals broke into the aircraft during the winter 2005/06 (when the museum was closed) and seriously damaged the cockpit; seen 05jul20, dirty condition; l/n aug21 second prototype, existence not proven; reportedly w/o 18feb58 when crashed near Kuibyshev during its first flight
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32 Tu-114 production aircraft built by Factory No. 18 at Kuibyshev-Bezymyanka in 1958/64

8 8 4 0 1	CCCP-76458	Tu-114	AFL/GosNII GVF	rgd	22apr60	toc 26apr60; 170 pax configuration; in Aeroflot c/s
	CCCP-76458	Tu-114	AFL/Moscow (MUTA)	trf	11jul62	f/n DME 03oct72; soc 21nov74 as life-time expired
8 8 4 0 2	CCCP-76459	Tu-114	Tupolev OKB	toc	sep59	set several World Records apr60; 170 pax configuration; f/n KHV 23feb61
	CCCP-76459	Tu-114	AFL/International	trf	16aug67	rgd 27nov67; seen BRU 05jun68
	CCCP-76459	Tu-114	AFL/Moscow	trf	15nov68	l/n active DME aug74; trf to MAP 05jul76 based on a decree issued 18jun76; never canx according to Soviet register; preserved at a playground near Novgorod airport since early 1977, used as 'Club of young aviators', f/n 16mar82; destroyed by arson in spring 1990, l/n 01jul90, fuselage burnt out and broken into two parts; broken up static test airframe
8 8 4 1 1	--	Tu-114	Tupolev OKB			rgd only 17nov61; 170 pax configuration
8 8 4 1 2	CCCP-76460	Tu-114	AFL/Moscow (MUTA)	toc	11sep59	f/n in East Germany 10nov73; soc 20jul76 as life-time expired and canx same date; l/n DME 14nov77
	CCCP-76460	Tu-114	AFL/GosNII GVF	trf	16apr62	128 pax configuration
	CCCP-76460	Tu-114	AFL/Moscow (MUTA)	trf	01nov62	on charge as of 01jun61; rgd 30jun61
9 8 4 1 3	CCCP-76464	Tu-114	MAP Kuibyshev	toc	aug59	f/n YMX 04nov66; operated jointly with JAL for flights between Japan and Western Europe in 1967 with additional 'Japan Air Lines' titles, passenger cabin with 105 seats; first such flight 17apr67
	CCCP-76464	Tu-114	AFL/Moscow (MUTA)	trf	unknown	and converted back to standard version with 220 seats; l/n on pax flight 18jan72 (DME-OVB); soc 20jul76 as life-time expired; was preserved in front of the terminal at Domodedovo since aug77; scrapped on that spot 28jul/05aug06
	CCCP-76464	Tu-114	AFL/International	trf	01aug66	170 pax configuration; f/n KHV 23feb61; rgd only 23apr63; opf Soviet Air Force nov71/may75, carrying troops to East Germany, seen Grossenhain 09may73; soc 30apr76 as life-time expired
	CCCP-76464	Tu-114	AFL/Moscow-DME	trf	09aug69	rgd 05may61; late rgd reported in register I; 170 pax configuration; f/n VKO 27oct62; converted to flight research laboratory 05oct63; never flew with passengers; soc 21nov75 as life-time expired
9 8 4 2 1	CCCP-76465	Tu-114	AFL/Moscow (MUTA)	toc	31oct59	155 pax configuration; rgd 17nov61; late rgd reported in register
9 8 4 2 2	CCCP-76466	Tu-114	AFL/Moscow (MUTA)	toc	24dec59	opf Soviet Air Force nov71/may75 carrying troops to DDR; f/n Gross Dölln (Templin) 21nov72; l/n DME 19aug75; soc 21nov75 as life-time expired
9 8 4 2 3	CCCP-76467	Tu-114	AFL/Moscow (MUTA)	toc	21feb60	170 pax configuration; f/n JFK oct60
	CCCP-76467	Tu-114	AFL/International	trf	01jul64	rgd 27dec61; opf Soviet Air Force nov71/may75 carrying troops to DDR; l/n Spereberg 14may72; soc 21nov75 as life-time expired
	CCCP-76467	Tu-114	AFL/Moscow	trf	28jan70	170 pax configuration; rgd 30jun61; late rgd reported in register; f/n JFK already oct60; soc 21nov75 as life-time expired
9 8 4 2 4	CCCP-76468	Tu-114	MAP Kuibyshev	toc	dec59	170 pax configuration; rgd 05may61; late rgd reported in register; f/n LBG jun61
	CCCP-76468	Tu-114	AFL/Moscow (MUTA)	trf	12oct61	operated jointly with JAL for flights between Japan and Western Europe in 1967 with additional 'Japan Air Lines' titles, passenger cabin with 105 seats
60 8 4 2 5	CCCP-76469	Tu-114	AFL/Moscow (MUTA)	toc	24nov60	and converted back to standard version with 220 seats; soc 30dec76 as life-time expired; displayed at VARZ-400 rework plant since 1976, f/n sep92, l/n aug05; broken up jun06, remains still there by jul06
60 8 4 3 1	CCCP-76470	Tu-114	AFL/Moscow (MUTA)	toc	07jan61	170 pax configuration; rgd 05may61; late rgd reported in register; f/n VKO apr62; l/n DME 03oct72; soc 24dec75 as life-time expired
	CCCP-76470	Tu-114	AFL/International	trf	11mar65	rgd 28jun61; 200 pax configuration; f/n VKO 04oct72; made first pax flight DME-DYR 22jun71; soc 20jul76 as life-time expired; l/n DME 1991/1995, fuselage only, outside the airport
	CCCP-76470	Tu-114	AFL/Moscow-DME	trf	22feb68	rgd 02aug61; 170 pax configuration; f/n KHV jan62; seen Spereberg 17nov71; opf Soviet Air Force nov71/may75 carrying troops to East Germany, but seen on pax flights DME-OVB 02dec71 and 23nov72; l/n Gross Dölln (Templin) 16may75; soc 20jul76 as life-time expired
60 8 4 3 2	CCCP-76471	Tu-114	AFL/Moscow (MUTA)	toc	07jan61	rgd 25oct61; 170 pax configuration
61 8 4 3 3	CCCP-76472	Tu-114	AFL/Moscow (MUTA)	toc	06jun61	operated jointly with JAL for flights between Japan and Western Europe in 1967, passenger cabin with 105 seats
61 8 4 3 4	CCCP-76473	Tu-114	AFL/Moscow (MUTA)	toc	11jul61	and converted back to standard version with 220 seats; l/n DME 19aug76; soc 20jul76 as life-time expired
61 8 4 3 5	CCCP-76474	Tu-114	AFL/Moscow (MUTA)	toc	16oct61	rgd 25oct61; 170 pax configuration
	CCCP-76474	Tu-114	AFL/International	trf	15jun67	operated jointly with JAL for flights between Japan and Western Europe in 1967, passenger cabin with 105 seats
	CCCP-76474	Tu-114	AFL/Moscow-DME	trf	13jul68	and converted back to standard version with 220 seats; l/n DME 19aug76; soc 20jul76 as life-time expired
61 8 4 4 1	CCCP-76475	Tu-114	AFL/Moscow (MUTA)	toc	17oct61	rgd 25oct61; 170 pax configuration; f/n DME 24nov70; soc 26jan76 as life-time expired; l/n DME 14nov77
61 8 4 4 2	CCCP-76476	Tu-114	AFL/Moscow (MUTA)	toc	22jan62	rgd 01mar62; 158 pax configuration
	CCCP-76476	Tu-114	AFL/International	trf	06mar64	f/n SVO 27mar68
	CCCP-76476	Tu-114	AFL/Moscow	trf	29apr70	l/n Gross Dölln (Templin) 06nov73; soc 18nov76 as life-time expired
61 8 4 4 3	CCCP-76477	Tu-114	AFL/Moscow (MUTA)	toc	01feb62	rgd 02feb62; 170 pax configuration; f/n Gross Dölln (Templin) 15may72; soc 20jul76 as life-time expired; l/n DME derelict, gone by 1991
62 8 4 4 4	CCCP-76478	Tu-114	AFL/Moscow (MUTA)	toc	24apr62	rgd 11may62; 158 pax configuration
	CCCP-76478	Tu-114	AFL/International	trf	06mar64	f/n in (former) East Germany 14may72; canx 25feb76; soc 31aug76 as life-time expired; l/n DME 1991/1999, fuselage only, outside the airport and later scrapped
	CCCP-76478	Tu-114	AFL/Moscow	trf	29jun70	c/n in the Soviet register as 6201445 and in the MGA document as 62M445; rgd 28jun62; f/n HAV 1962; dbr 07aug62 while undergoing pre-flight maintenance at Moscow-Vnukovo when the flight engineer did not check the position of the landing gear lever before switching on power so that the main gear retracted and the aircraft suffered structural damage; soc 31aug62 and canx the same day; the aircraft was to be used as a ground instructional airframe by the Kiev Aviation Institute, but nothing came of this as it was not possible to transport it from Moscow to Kiev; the fuselage sat on the ATB scrapyard at Moscow-Vnukovo for some 20 years
62 M 4 5 1	CCCP-76480	Tu-114D	AFL/Moscow (MUTA)	mfd	jun62	version confirmed; toc 13jul62; rgd 27jul62; 158 pax configuration; f/n HAV 08jan63, came from SVO via MMK
	CCCP-76480	Tu-114D	AFL/International	trf	23mar64	converted to 'plain' Tu-114 with 220 seats circa 1969/70; trf 15jan72 as to Soviet Air Force based on a decree issued 04aug71 according to MGA document; canx 13feb73
	CCCP-76480	Tu-114D	AFL/Moscow	trf	26dec69	opb 223 lo (Flight Unit); still on register as such in the mid 1970s; photo Kipelovo jan74; flew to HAV in jan80; wfu in spring 1981
62 M 4 5 2	CCCP-76481	Tu-114	AFL/Moscow (MUTA)	toc	20dec62	rgd 10jan63; 170 pax configuration; f/n LHR 08feb63; damaged on take-off at KHV 07aug67, blowing its tyres but landed safely at DME; soc 31dec70
62 M 4 5 3	CCCP-76482	Tu-114D	AFL/Moscow (MUTA)	toc	18dec62	rgd 07jan63; version confirmed in the Soviet register; 155 pax configuration
	CCCP-76482	Tu-114D	AFL/International	trf	05mar64	f/n HAV 16oct66; converted to 'plain' Tu-114 with 220 seats circa 1969/70
	CCCP-76482	Tu-114	AFL/Moscow	trf	23mar70	f/n DME 04oct72; l/n DME 27aug75; soc 18nov76 as life-time expired
62 M 4 5 4	CCCP-76483	Tu-114	AFL/Moscow (MUTA)	toc	24dec62	rgd 10jan63; 170 pax configuration; f/n Spereberg 20nov71; l/n DME 27aug75; soc 21nov75 as life-time expired
63 M 4 5 5	CCCP-76484	Tu-114	AFL/Moscow (MUTA)	toc	01jun63	expired
63 M 4 6 1	CCCP-76485	Tu-114	AFL/Moscow (MUTA)	toc	20aug63	rgd 07jun63; 170 pax configuration; f/n Spereberg 12nov73; l/n DME 27aug75; soc 20jul76 as life-time expired
	CCCP-76485	Tu-114	AFL/International	trf	16apr64	rgd 24aug63; 170 pax configuration; f/n DME may64
	CCCP-76485	Tu-114	AFL/Moscow	trf	14mar67	last Aeroflot Tu-114 to carry passengers (on a flight from KHV to DME) 02dec76; soc 14jan77 as worn out; flown to Kryvy Rih Aeronautical School (N47.934827 E33.321084) in spring 1977 and still present
	CCCP-76485	Tu-114	AFL/International	trf	26may67	15aug67
63 M 4 6 2	CCCP-76486	Tu-114	AFL/Moscow (MUTA)	toc	10sep63	rgd 23sep63; 170 pax configuration; f/n LIN nov63
	CCCP-76486	Tu-114	AFL/International	trf	19mar64	was the only Tu-114 to visit AMS on 29may64
	CCCP-76486	Tu-114	AFL/Moscow	trf	27sep67	soc 28sep76 as worn out; last flight sep76 to Tyumen; preserved in Aviators' park at Tyumen-Roshchino since 09sep76, broken up 1986
63 M 4 6 3	CCCP-76487	Tu-114	AFL/Moscow (MUTA)	toc	18feb64	rgd 22feb64; 170 pax configuration
	CCCP-76487	Tu-114	AFL/International	trf	29apr67	f/n LBG 23jun67
	CCCP-76487	Tu-114	AFL/Moscow	trf	12jan68	l/n VARZ 400 jul76; soc 20jul76 as life-time expired
64 M 4 6 4	CCCP-76488	Tu-114	AFL/International	toc	30may64	rgd 01jul64; 161 pax configuration
	CCCP-76488	Tu-114	AFL/Moscow-DME	trf	17jul70	f/n VKO 30jun70; soc 20jul76 as life-time expired
64 M 4 6 5	CCCP-76489	Tu-114	AFL/Moscow (MUTA)	toc	17jul64	rgd 30jul64; 170 pax configuration
	CCCP-76489	Tu-114	AFL/Moscow-DME	trf	late68	l/n DME 03nov72; l/n DME jul76; soc 30apr76 as life-time expired
64 M 4 7 1	CCCP-76490	Tu-114	AFL/International	toc	30may65	rgd 25jun65; 128 pax configuration; opb 210 LO at SVO; operated jointly with JAL for flights between Japan and Western Europe in 1967, passenger cabin with 105 seats; seen with additional 'Japan Air Lines' titles HND 13jun67/sep67
	CCCP-76490	Tu-114	AFL/Moscow-DME	trf	11sep69	and converted back to standard version with 220 seats; opb 206 LO; last regular flight conducted 02dec76
	CCCP-76490	Tu-114	Soviet AF/AFL c/s	trf	05jan77	opb 1009 thap at Uzin; seen in East Germany 1974/1975; wfu may83; last flight in 1983 (to Ulyanovsk); preserved in the Museum of Civil Aviation at Ulyanovsk (N54.290624 E48.234760); l/n 10sep23
64 M 4 7 2	CCCP-76491	Tu-114	AFL/International	rgd	18nov65	on charge as of 01dec65; w/o 17feb66 on a flight from SVO to BVZ when, during take-off run in bad visibility, left main gear hit a snow-mound at 275 km/h causing fuselage to hit the ground, 21 of 68 aboard killed; soc and canx 18apr66

Tu-126: 1 prototype and 8 production aircraft built by Factory No. 18 at Kuibyshev-Bezymyanka in 1961-67

The Tu-126 (izd. L) was one of the most secret aircraft of the Soviet Union, so not much is known about it even today. It was an airborne warning and control aircraft developed to protect the Northern approaches of the Soviet Union from the threat of strategic bombers flying in via the Arctic. As it was not possible to deploy enough radar stations in the vast expanses of the Far North, a radar-equipped aircraft was needed to control this vital airspace. First plans envisaged developing an AEW aircraft on the basis of the Tu-95 as this long-range bomber was a proven design. However, its fuselage turned out to be too small to accommodate all the electronic equipment

and its operators. So the Tu-114 was chosen as a basis as it had a larger diameter fuselage. Development of the Tu-126 was ordered by a decree of the Council of Ministers issued on 4 July 1958, and the general lay-out of the aircraft was confirmed on 30 January 1960. The mock-up commission convened on 7/12 December 1960, and the prototype was eventually completed by Factory No. 18 at Kuibyshev (now Samara) in autumn 1961. It flew first on 23 January 1962 and completed the first stage of joint trials on 8 February 1964. The second stage was conducted at Vladimirovka between 24 May and November 1964.

The Tu-126 was equipped with a "Liana" radar mounted in an eleven-metre radome above the fuselage. This system provided for the detection of aerial targets at a distance of 100 to 350 km (depending on their size) and of large warships at up to 400 km. The Tu-126's complement consisted of five flight crew and eight radar-system operators.

The type was commissioned by the Soviet MoD on 30 April 1965, and the first aircraft were taken on charge by the 67 oae DRLO (independent AEW aviation squadron) of the Soviet Air Defence Forces in 1966. This sole Tu-126 unit was based at Zokniai near Siauliai (Lithuania), but the aircraft normally operated over the Barents Sea or Kara Sea and less often over the 'small' Baltic Sea. As the "Liana" was not able to detect low-flying targets, the Tu-126 was withdrawn from use in 1984 and eventually replaced by the A-50. None of the Tu-126s survived as all were scrapped by the end of 1990, with the prototype seen dumped at Zhukovski aug92/sep95, but also sadly having been broken up shortly after 1995.

The construction number gives the year of manufacture, the factory code (M for Factory No. 18), the type (6 for Tu-126), the batch number and the number in the batch.

61 M 6 0 1	618601	Tu-126	Soviet AF/PVO	mfd	oct61	prototype; f/f 23jan62 still with mock-up radar; "Liana" installed after 7 test flights at Lkhovitsy; underwent joint trials 1962/nov64; then opb 67 oae DRLO; transferred to the TMZ at Taganrog on the base of a VPK decree dated 25aug75 and converted to flying laboratory, see next line
	618601	LL "A"	MAP/TMZ	f/f	15aug77	from Taganrog; in Soviet AF c/s; underwent factory trials 01aug/21oct77; used for tests of the "Shmel" radar for the A-50 (izd. A, hence LL "A") AWACS, undertook 9 test flights (27 hours 39 min); converted by the TMZ to flying laboratory LL "2A" in 1987; ferried to Lkhovitsy 13mar87 and used for tests of the mock-up of the radar for the A-50M (izd. 2A); trf to GK NII VVS; wfu 1990; seen ZIA aug92/sep95 dumped; scrapped
65 M 6 1 1	no code	Tu-126	Soviet AF/PVO	mfd	may65	toc 1966; first production aircraft; without ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
65 M 6 1 2	no code	Tu-126	Soviet AF/PVO	mfd	1965	toc 1966; with longer tail containing SPS-100 "Rezeda" ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
66 M 6 1 3	no code	Tu-126	Soviet AF/PVO	mfd	1966	without ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
66 M 6 2 1	no code	Tu-126	Soviet AF/PVO	mfd	1966	without ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
66 M 6 2 2	no code	Tu-126	Soviet AF/PVO	mfd	1966	with longer tail containing ECM suite; first Tu-126 equipped with refuelling equipment, first test flight with this 29aug67; opb 67 oae DRLO; canx 1984; probably broken up 1990
67 M 6 2 3	no code	Tu-126	Soviet AF/PVO	mfd	1967	with longer tail containing ECM suite; opb 67 oae DRLO; canx 1984; broken up dec90
67 M 6 2 4	no code	Tu-126	Soviet AF/PVO	mfd	1967	with longer tail containing ECM suite; opb 67 oae DRLO; canx 1984; broken up dec90
67 M 6 2 5	no code	Tu-126	Soviet AF/PVO	mfd	nov67	with longer tail containing ECM suite; opb 67 oae DRLO; canx 1984; scrapped dec90; reportedly it was this aircraft to which the following applies: damaged during a flight over the Novaya Zemlya archipelago at night when entered a dive at 8,000 metres for unknown reasons and could be pulled out at 1,000 metres only, causing dozens of long cracks in the wings so that the aircraft had to be wfu

Tupolev Tu-124

Aeroflot's (and the government's) requirements in the late fifties and early sixties for a passenger jet smaller than the established Tu-104 and capable of operating from less developed, and in some cases unpaved, airfields led to the design of the Tupolev Tu-124, outwardly similar to the Tu-104 but some 25 % smaller. Development of the aircraft which was to be powered by two Solovoyov D-20P turbofans was ordered by the Soviet Council of Ministers on 18 July 1958.

The first flight took place from Zhukovski on 24 March 1960, the prototype having been assembled elsewhere, then disassembled and trucked to Zhukovski before being put together again, a process not uncommon at the time and which had been used previously with the Tu-114.

Series production was allocated to Factory No. 135 at Kharkov in Ukraine, where all the aircraft were manufactured, and the type entered service with Aeroflot on the Moscow-Tallinn route on 2 October 1962. The initial version was designed to carry 44 passengers while the later model Tu-124V had a capacity of 56 as well as an extended range and an increased maximum take-off weight. Apart from that, three Tu-124Bs with modernised D-20P-125 engines were built by Factory No. 135 in 1963, but this version did not see series-production. Unfortunately, these aircraft cannot be identified as yet.

As with the Tu-104, first exports were made to the Czechoslovak airline CSA, which purchased three, the first being delivered in November 1964. One of these was lost in an accident, and the surviving two were not sold to Iraq as mentioned in other sources, but returned to the Soviet Union to be put into service with Aeroflot. East Germany was another customer, purchasing three for VIP duties in 1965 and these, too, eventually returned to the Soviet Union. Iraq purchased two which operated in both civil and military capacities until being destroyed in the second Gulf War in 1991, and military exports were also made to China (2) and India (3).

Total production is stated to be 163, 111 of which were passenger versions, the last one being delivered in 1966. Soviet register archives have provided a virtually complete list of the passenger version with much previously unpublished information, although the 35 year old hand-written archive was difficult to read with the result that some of the transfer dates of individual aircraft between the Aeroflot directorates were hard to decipher. It should be noted that batch 6 of the production sequence was not used for the passenger version. The remaining aircraft were manufactured as Tu-124Sh navigator trainers, with at least two aspiring to Aeroflot markings and a civil registration and a third one being preserved with a fake civil registration at Ulyanovsk. Production of the variant continued until 1968.

After the crash of СССР-45038 on 29 August 1979, the Ministries of Aviation Industry (MAP) and Civil Aviation (MGA) took the joint decision in December 1979 to withdraw the type from service because of its poor take-off and landing performance (most accidents occurred during these phases). The Tu-124 was withdrawn from Aeroflot service on 21 January 1980 while the Air Force aircraft soldiered on until 1981. Several airframes are preserved as shown in the following listing.

For both the civil and military production series the construction number gives the year of manufacture, the factory code (35 for Factory No. 135), the batch number and the number in the batch. With (Soviet) military aircraft the construction number was in most cases painted on the tail. The construction number plate is to be found on the front bulkhead of the nose wheel bay.

2 Tu-124 prototypes built by Factory No. 156 at Moscow-Lefortovo in 1960

00 00	СССР-45000	Tu-124	Tupolev OKB	f/f	24mar60	from Zhukovski; the sole prototype; construction started in late jan58, the completed sections were transported to Zhukovski for re-assembly jan60; not on the Soviet register; in Aeroflot c/s; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen apr76; scrapped
---	--	Tu-124				static test airframe; trials at the TsAGI started dec59

110 Tu-124 built by Factory No. 135 at Kharkov-Karotish from 1960 to 1968

0 35 00 01	СССР-45001 СССР-45001 СССР-45001 "80" blue СССР-45076(2)	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	MAP LII Zhukovski GK NII VVS Soviet AF/PVO Soviet Air Force Soviet Air Force	mfd trf trf MHP rgd	05jan60 aug60 15jan63 photo 29dec73	first production aircraft; not on Soviet register, but c/n confirmed in MGA document; 44 pax configuration in Aeroflot c/s; f/n Perm-Bakharevka 1961 in Aeroflot c/s; l/n 1968 after 1968; with the c/n behind the cockpit and on the tail f/n Spenberg 08jun78 and several times thereafter; CofA canx 14apr82; also see story with Tu-134 c/n 0001 !
0 35 01 01	СССР-45002 СССР-45002	Tu-124 Tu-124	GKAT OKB Tupoleva MAP LII Zhukovski	mfd trf	1960 19aug64	44 pax configuration; underwent trials with the LII from sep61 rgd only 29apr65; in Aeroflot c/s; soc 26jan81; was preserved near the Culture Centre at Davletovo (Askarovo district of Bashkortostan), f/n 1982; destroyed by arson around 2000/01 and scrapped
0 35 01 02	СССР-45003 СССР-45003	Tu-124 Tu-124	MAP Tashkent APO GKAT	toc trf	mar61 28feb64	line left blank on Soviet register, but c/n confirmed in MGA document; 44 pax configuration was a flying example, used as an avionics test-bed by the LII (Flight Research Institute) in 1969/78 to create and refine the Tu-154's ABSU-154 ILS
0 35 02 01	СССР-45004	Tu-124	AFL/GosNII GVF	toc	22apr61	rgd 31may61; 44 pax configuration; in Aeroflot c/s; took part in the air parade above Tushino 09jul61 (together with Tu-124 СССР-45005); featured in the Soviet movie "Devyat' dnei odnogo goda" (Eight Days of One Year) shot in 1961; trf 04feb64 to the Riga Aviation Institute (RKIIGVF/RKIIGA) for use as a ground instructional airframe; soc 27sep65 as a 'monument'; was preserved in the "Aerik" pioneers' camp at Vecaki near Riga from 1981; scrapped in the early 1990s
0 35 02 02	СССР-45005	Tu-124	AFL/Moscow (MUTA)	toc	05may61	44 pax configuration; rgd 20may61; opb 65 LO at VKO; took part in the air parade above Tushino 09jul61 (together with Tu-124 СССР-45004); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow (officially trf to the VDNKh 10may62), l/n nov62; soc 08jul65 and trf to the Technical School (ATU GA) at Kirsanov for use as a ground instructional airframe; later scrapped at Kirsanov toc 20may61; 44 pax configuration
1 35 03 01	СССР-45006 СССР-45006 СССР-45006 СССР-45006 СССР-45007	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) AFL/GosNII GVF AFL/VAU AFL/Lithuania AFL/Moscow (MUTA)	rgd trf trf trf toc	20may61 12oct62 17sep66 08jan71 10aug61	Higher Aviation College; f/n RIX aug66; l/n LED 01aug70 soc 29jul77 due to its technical condition rgd 29aug61; first Tu-124 with an increased 'V' angle of the wing; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 11nov61
	СССР-45007 СССР-45007 СССР-45008	Tu-124 Tu-124 Tu-124	Aeroflot/USHVLP AFL/Lithuania-VNO GK NII VVS	trf trf toc	20mar62 16mar67 aug61	Ulyanovsk Advanced Flying Training College soc 14jan77 due to its technical condition
1 35 03 03	"21" blue СССР-45099 СССР-45009	Tu-124 Tu-124 Tu-124	Soviet Air Force Soviet AF/AFL c/s LII GKAT	SXF rgd toc	02oct67 29dec73 sep61	line left blank on Soviet register apart from remark as trf to the Air Defence (PVO) 15jan63, see next line; c/n confirmed in the MGA document; 44 pax configuration
1 35 03 04	СССР-06185 СССР-48095 СССР-45010 СССР-45010	Tu-124 Tu-124 Tu-124 Tu-124	GKAT Zhukovski MAP LII Zhukovski AFL/Moscow (MUTA) MRP Sointsevo	trf rgd toc trf	28feb64 31jan66 21sep61 unknown	f/n PRG 01jul76; l/n Spenberg 08sep78; CofA canx 14apr82 line left blank on Soviet register apart from remark as trf to a test centre on 28feb64, see next line; c/n confirmed in MGA document; 44 pax configuration rgd 27oct64; opb LII im M.M.Gromova canx 06aug82; opb LII im M.M.Gromova rgd 04oct61; 44 pax configuration; trf to MAP/MRP Kamennouralsk 19jan65

1 35 04 01	CCCP-45010	Tu-124	MRP LII Leningrad	rgd	23nov77	in Aeroflot c/s; canx 1981; f/n Pushkin 29may90, partly broken up rgd 04oct61; first Tu-124 built by the factory with the shortened navigator's cabin; 44 pax configuration, later upgraded to 56 pax configuration Ulyanovsk Advanced Flying Training College f/n LED 08jul70
	CCCP-45011	Tu-124	AFL/Moscow (MUTA)	toc	09sep61	
1 35 04 02	CCCP-45011	Tu-124	Aeroflot/UShVLP	trf	26aug62	canx at MRV 12mar76; MGA document gives soc as 18nov76 as life-time expired toc 05oct61; 44 pax configuration, later upgraded to 56 pax configuration in Aeroflot c/s; upgraded to 56 pax configuration, date unknown CoFR renewal 24nov62 MGA document gives trf as 16dec65; opb 277 LO; f/n SVO 08jul70; w/o 02sep70 on the leg from Rostov-na-Donu to Vilnius of a flight from Mineralnyye Vody to Vilnius when went out of control at 9,000 metres 42 minutes into the flight, entered a steep dive and crashed at a speed of 950 km/h at an angle of 75 degrees into a maize field between Lykhivka and Zapolychky 57 km from Kremenchug, all 5 crew and 32 passengers killed, the cause of the accident could not be established; t/t 7,504 hours and 6,996 cycles; soc 22dec70
	CCCP-45011	Tu-124	AFL/Northern-LED	trf	20mar67	
	CCCP-45011	Tu-124	AFL/N.Kavkaz-VOG	trf	09jul70	
	CCCP-45011	Tu-124	AFL/N.Kavkaz-MRV	trf	23may72	
	CCCP-45012	Tu-124	AFL/Moscow (MUTA)	mfd	30sep61	
	CCCP-45012	Tu-124	AFL/GosNII GVF	trf	14aug62	
	CCCP-45012	Tu-124	AFL/Moscow (MUTA)	trf	04nov62	
1 35 04 03	CCCP-45012	Tu-124	AFL/Lithuania-VNO	trf	25dec65	
	CCCP-45013	Tu-124	AFL/Moscow (MUTA)	toc	18jan62	44 pax configuration Ulyanovsk Advanced Flying Training College; photo in flight apr63; CoFR renewal 31jul63 MGA document gives trf as 01jul71 Ulyanovsk Advanced Flying Training College; soc 29jul77 as life-time expired rgd 09jan62; 44 pax configuration Ulyanovsk Advanced Flying Training College canx in MRV 12mar76; soc 18nov76 as life-time expired according to MGA document; was preserved at a school yard at Karl Marx Street in Mineralnyye Vody since 1976, f/n sep87, l/n 15may96; removed dec99 as a church was built on this site; broken up rgd 11oct62; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 22jun63 on pax flight ULV-VKO soc 20jul76 as life-time expired 44 pax configuration CoFR renewal 05feb63, upgraded to 56 pax configuration, date unknown canx at MRV 12mar76; soc 18nov76 as life-time expired according to MGA document rgd 30nov62; 44 pax configuration; f/n CPH 13jul63 trf not mentioned in MGA document; dbr, overrun wet runway Minsk 13jun66, soc 22nov68; see Tu-124Sh c/n 7350610 initially in 44 passenger configuration, later upgraded to 56 passenger configuration; new CoFR issued 23apr63; f/n VKO 24aug63 opb 209 LO of Mineralovodski OAO; soc 30sep74 after an emergency incident 44 pax configuration; in service 08aug62; CoFR renewal 16nov62 crashed on take-off in poor weather from Volgograd 07mar68; soc 27jun68 44 pax configuration, later upgraded to 56 pax configuration; in service 21jun62; rgd 16nov62; seen LED 22apr72; soc 27dec78 as life-time expired; stored at KRR; photo exists; preserved in a children's autodrome at Krasnodar since jul78, removed 20mar03 and scrapped in 44 passenger configuration; rgd 11oct62; opb 200 AORS at VKO; f/n LED 02nov62; dbr 21aug63 on a flight from Tallinn to Moscow, as the nose gear did not retract and the aircraft could not land at Tallinn because of fog it was diverted to Leningrad where it flew circles to burn fuel, when both engines flamed out during the eighth circle (due to a faulty fuel indication) the crew decided to alight on the Neva river, the aircraft splashed safely near the Finland Railway Bridge and remained afloat for one hour, all 7 crew and 45 passengers escaped unhurt; the aircraft was recovered two days later and used as a ground instructional airframe by the Technical School (ATU GA) at Kirsanov; soc 14sep63 and canx the same day; the cockpit section is preserved in Latvijas Aviācijas Tehnikas Muzejs at Riga, l/n aug13 (however, that section is also reported as being the wooden mock-up which was used as a trainer at Riga-Skulte) f/n TLL 02oct62; rgd 11oct62; 44 pax configuration, later upgraded to 56 pax configuration f/n LED 01aug70
	CCCP-45013	Tu-124	Aeroflot/UShVLP	trf	02apr62	
	CCCP-45013	Tu-124	AFL/N.Kavkaz-MRV	trf	30jun71	
	CCCP-45013	Tu-124	Aeroflot/UShVLP	trf	05sep71	
	CCCP-45014	Tu-124	AFL/Moscow (MUTA)	toc	10dec61	
	CCCP-45014	Tu-124	Aeroflot/UShVLP	trf	16feb63	
1 35 04 04	CCCP-45014	Tu-124	AFL/N.Kavkaz-VOG	trf	08may69	
	CCCP-45014	Tu-124	AFL/N.Kavkaz-MRV	trf	unknown	
1 35 04 05	CCCP-45015	Tu-124	AFL/Moscow (MUTA)	toc	08jan62	
1 35 05 01	CCCP-45015	Tu-124	AFL/Lithuania	trf	20jan65	
	CCCP-45016	Tu-124	AFL/Moscow (MUTA)	toc	08jan62	
	CCCP-45016	Tu-124	AFL/GosNII GVF	trf	15mar62	
	CCCP-45016	Tu-124	AFL/N.Kavkaz-MRV	trf	10aug65	
1 35 05 02	CCCP-45017	Tu-124	AFL/Moscow (MUTA)	toc	03nov62	
	CCCP-45017	Tu-124	AFL/Belarus-MHP	trf	mar66	
2 35 05 03	CCCP-45018	Tu-124	AFL/Moscow (MUTA)	toc	06mar62	
2 35 05 04	CCCP-45018	Tu-124	AFL/North Kavkaz	trf	26nov66	
	CCCP-45019	Tu-124	AFL/N.Kavkaz-MRV	toc	11mar62	
	CCCP-45019	Tu-124	AFL/N.Kavkaz-VOG	trf	sep64	
	CCCP-45019	Tu-124	AFL/N.Kavkaz-MRV	trf	20oct64	
2 35 05 05	CCCP-45019	Tu-124	AFL/N.Kavkaz-VOG	trf	oct65	
	CCCP-45020	Tu-124	AFL/N.Kavkaz-MRV	toc	19apr62	
2 35 07 01	CCCP-45021	Tu-124	AFL/Moscow (MUTA)	toc	18apr62	
2 35 07 02	CCCP-45022	Tu-124	AFL/Moscow (MUTA)	toc	24may62	
	CCCP-45022	Tu-124	AFL/Northern	trf	02dec67	
	CCCP-45022	Tu-124	AFL/N.Kavkaz-VOG	trf	06sep70	
	CCCP-45022	Tu-124	AFL/N.Kavkaz-MRV	trf	jan76	
2 35 07 03	CCCP-45022	Tu-124	AFL/Privolzhsk	trf	28feb79	
	CCCP-45023	Tu-124	AFL/N.Kavkaz-MRV	toc	13sep62	
	CCCP-45023	Tu-124	AFL/N.Kavkaz-VOG	trf	jul64	
	CCCP-45023	Tu-124	AFL/Moscow-VKO	trf	03oct65	
2 35 07 04	CCCP-45023	Tu-124	AFL/N.Kavkaz-MRV	trf	15aug69	
	CCCP-45024	Tu-124	AFL/N.Kavkaz-MRV	toc	02nov62	
2 35 07 05	CCCP-45025	Tu-124	AFL/GosNII GVF	toc	10aug63	
2 35 08 01	CCCP-45026	Tu-124V	AFL/Moscow (MUTA)	toc	20jul63	
	CCCP-45026	Tu-124V	AFL/Georgia-TBS	trf	18dec67	
	CCCP-45026	Tu-124V	AFL/Belarus-MHP	trf	15mar74	
	CCCP-45026	Tu-124V	AFL/Privolzhsk-KZN	trf	10feb79	
2 35 08 02	CCCP-45027	Tu-124V	AFL/N.Kavkaz-MRV	toc	15sep62	
	CCCP-45027	Tu-124V	AFL/N.Kavkaz-VOG	trf	jan65	
	CCCP-45027	Tu-124V	AFL/Lithuania-VNO	trf	26feb75	
	CCCP-45028	Tu-124V	AFL/Moscow (MUTA)	toc	22dec62	
2 35 08 03	CCCP-45028	Tu-124V	AFL/International	trf	15feb64	
	CCCP-45028	Tu-124V	AFL/Privolzhsk-KUF	trf	26dec64	
2 35 08 04	CCCP-45029	Tu-124V	AFL/Moscow (MUTA)	toc	03nov62	
	CCCP-45029	Tu-124V	AFL/Belarus-MHP	trf	17dec65	
2 35 08 05	CCCP-45030	Tu-124V	AFL/Moscow (MUTA)	toc	15sep62	
	CCCP-45030	Tu-124V	AFL/Estonia	trf	15dec65	
	CCCP-45030	Tu-124V	MAP Kuibyshev MSZ	trf	18dec76	
	CCCP-45030	Tu-124V	MAP LII Zhukovski	trf	29dec76	
	CCCP-45030	Tu-124V	MRP NPO "Vzlyot"	rgd	10feb78	
	CCCP-45031	Tu-124V	AFL/Moscow (MUTA)	toc	13oct62	
	CCCP-45031	Tu-124V	AFL/International	trf	15feb64	
2 35 09 01	CCCP-45031	Tu-124V	AFL/Privolzhsk-KZN	trf	26dec64	
2 35 09 02	CCCP-45032	Tu-124V	AFL/N.Kavkaz-ROV	mfd	sep62	
	CCCP-45032	Tu-124V	AFL/N.Kavkaz-VOG	trf	30may64	
	CCCP-45032	Tu-124V	AFL/N.Kavkaz-MRV	trf	jan69	
2 35 09 03	CCCP-45033	Tu-124V	AFL/Moscow (MUTA)	toc	17nov62	
	CCCP-45033	Tu-124V	AFL/Estonia-TLL	trf	12dec63	
	CCCP-45033	Tu-124V	MAP Kuibyshev MSZ	trf	18dec76	
	CCCP-45033	Tu-124V	MAP Kuibyshev	trf	28jun77	
2 35 09 04	CCCP-45034	Tu-124V	AFL/N.Kavkaz-MRV	toc	20dec62	
	CCCP-45034	Tu-124V	AFL/N.Kavkaz-VOG	trf	30may64	
2 35 09 05	CCCP-45035	Tu-124V	AFL/N.Kavkaz-VOG	toc	08jan63	
	CCCP-45035	Tu-124V	AFL/N.Kavkaz-VOG	trf	29jul64	
2 35 10 01	CCCP-45035	Tu-124V	AFL/N.Kavkaz-MRV	trf	sep76	
2 35 10 02	CCCP-45036	Tu-124V	AFL/N.Kavkaz-ROV	toc	29jan63	
	CCCP-45036	Tu-124V	AFL/Moscow-VKO	trf	26nov66	
	CCCP-45036	Tu-124V	AFL/N.Kavkaz-VOG	trf	dec66	
	CCCP-45036	Tu-124V	AFL/N.Kavkaz-MRV	trf	12jan70	
2 35 10 02	CCCP-45037	Tu-124V	AFL/N.Kavkaz-MRV	mfd	29jan63	

		CCCP-45037	Tu-124V	AFL/Belarus-MHP	trf	13may65	opb 104 LO; photo MHP 1973; w/o 03jan76 on the leg from Moscow-Vnukovo to Minsk of a flight from Moscow to Brest when both PP-1PM artificial horizons failed shortly after take-off while the aircraft was climbing through clouds, the aircraft banked to the left, entered a left spiral and dived into the ground with a vertical speed of more than 50 m/s on the northern outskirts of Sanino village (5,400 metres in front of the runway threshold) 65 seconds after lift-off and destroyed a one-storey house, all 5 crew and 56 passengers plus 1 person in the house killed; t/t 17,014 hours 22 minutes and 14,409 cycles; soc 22mar76 toc 26feb63; rgd 05mar63; f/n SXF 09mar63; 44 pax configuration, later upgraded to 56 pax configuration
3 35 10 03		CCCP-45038 CCCP-45038 CCCP-45038 CCCP-45038 CCCP-45038	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/International AFL/Privolzhsk AFL/International AFL/Privolzhsk-KZN	mfd trf trf trf trf	12feb63 13feb64 26dec64 13feb64 26dec64	not mentioned in register, see next line
3 35 10 04		CCCP-45039	Tu-124V	AFL/Privolzhsk-KUF	toc	12mar63	photo KZN oct78 opb 261 LO; w/o 29aug79 on the leg from Kiev to Kazan at night of a flight from Odessa to Kazan when the flaps were extended to 30 degrees while the aircraft was flying on autopilot at a height of 9,000 metres with a speed of 530 km/h, the crew was not able to regain control, the aircraft broke up in mid-air and crashed on a meadow in the floodplain of the Vorona river near 1-ya Inokovka village in the Kirsanov district of the Tambov region (N52°31'30" E42°36'00"), all 5 crew and 58 passengers killed; t/t 23,232 hours and 18,369 cycles; soc 18dec79; the type was withdrawn from service after this accident
3 35 10 05		CCCP-45040	Tu-124V	AFL/Estonia-TLL	toc	17apr63	rgd 25mar63; f/n KUF 04dec63; 44 pax configuration, later upgraded to 56 pax configuration; l/n KUF 28apr72; soc 28mar76 as life-time expired
3 35 11 01		CCCP-45040 CCCP-45041 CCCP-45041	Tu-124V Tu-124V Tu-124V	MAP Perm Motors AFL/Privolzhsk-KUF AFL/Privolzhsk-KZN	trf toc trf	05apr78 16apr63 1973	44 pax configuration, later upgraded to 56 pax configuration; rgd 12jun63; opb Tallinski OAO; f/n TLL 04apr64; l/n TLL dec69; photo at KIV in 1976; soc 22nov77 as life-time expired; see next line
3 35 11 02		CCCP-45042 CCCP-45042	Tu-124V Tu-124V	AFL/Estonia-TLL AFL/Privolzhsk	toc trf	04may63 22nov78	in Aeroflot c/s; was preserved at Kushnarenkovo (N55.12 E55.36), seen 1979; scrapped probably in 1998
3 35 11 03		CCCP-45043	Tu-124V	AFL/Lithuania-VNO	toc	18may63	rgd 05jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n KUF jun64
3 35 11 04		CCCP-45044 CCCP-45044 CCCP-45044	Tu-124V Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/International AFL/Privolzhsk-KUF	toc trf trf	17may63 15feb64 26dec64	rgd 12jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n BUD 16may63
3 35 11 05		CCCP-45045 CCCP-45045 CCCP-45046 CCCP-45046 CCCP-45046 CCCP-45046	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Lithuania-VNO AFL/Privolzhsk Soviet Gvt/AFL c/s AFL/Privolzhsk-KUF MAP Kuibyshev MSZ MAP Irkutsk APO	toc trf toc trf trf trf	11jun63 21nov77 14jul63 23aug65 18dec76 01jun78	rgd 14jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n KBP 23sep75
3 35 12 01		CCCP-45046 CCCP-45046 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Privolzhsk-KUF MAP Kuibyshev MSZ MAP Irkutsk APO Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/N.Kavkaz-MRV AFL/Moscow (MUTA) AFL/Georgia-TBS AFL/Belarus-MHP MAP Irkutsk AFL/Privolzhsk-KZN	trf trf trf trf trf trf trf trf trf trf trf	23aug65 18dec76 01jun78 31jul63 12oct65 30dec66 30may67 01dec68 01jul74 unknown 17jan79	rgd 23jul63; opb 235 OAO at VKO from 14jul63 until 23aug65; 37 pax configuration
3 35 12 02		CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Privolzhsk-KUF MAP Kuibyshev MSZ MAP Irkutsk APO Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/N.Kavkaz-MRV AFL/Moscow (MUTA) AFL/Georgia-TBS AFL/Belarus-MHP MAP Irkutsk AFL/Privolzhsk-KZN	trf trf trf trf trf trf trf trf trf trf trf	18dec76 01jun78 31jul63 12oct65 30dec66 30may67 01dec68 01jul74 unknown 17jan79	CoFr renewal 04dec65; upgraded to 56 pax configuration; l/n KUF 18sep74
3 35 12 03		CCCP-45048	Tu-124V	AFL/Privolzhsk-KZN	toc	01aug63	CoFr renewal 12sep78; canx 12mar84
3 35 12 04		CCCP-45049	Tu-124V	AFL/N.Kavkaz-MRV	toc	15sep63	rgd 09aug63, opb 235 OAO at VKO from 31jul63 until 12dec65, see trf next line; 37 pax configuration
3 35 12 05		CCCP-45050 CCCP-45050	Tu-124V Tu-124V	AFL/GosNII GVF AFL/Kirsanov ATU	toc trf	16nov63 22sep66	upgraded to 56 pax configuration
3 35 13 01		CCCP-45051 CCCP-45051	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Privolzhsk	toc trf	01dec63 19sep69	according to MGA document, trf 21aug74 according to other sources; l/n MHP 24apr76
3 35 13 02		CCCP-45052	Tu-124V	AFL/Moscow (MUTA)	toc	18jan64	CoFr renewal 17oct78; not mentioned in MGA document
4 35 13 03		CCCP-45053 CCCP-45053	Tu-124V Tu-124V	AFL/Lithuania-VNO AFL/Privolzhsk	rgd trf	18feb64 27nov77	CoFr renewal 17oct78; not mentioned in MGA document
4 35 13 04		CCCP-45054 CCCP-45054 CCCP-45054 CCCP-45054 CCCP-45054 CCCP-45054 CCCP-45055 CCCP-45055	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/International AFL/Georgia AFL/Estonia AFL/Privolzhsk AFL/Moscow (MUTA) AFL/Belarus-MHP	toc trf trf trf trf trf trf trf	10jul64 20sep67 28feb74 10jan79 16jan65 13mar69	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 01		CCCP-45056 CCCP-45056 CCCP-45056	Tu-124V Tu-124V Tu-124V	AFL/International AFL/Belarus-MHP AFL/Privolzhsk-KZN	toc trf trf	14mar64 22feb66 22nov78	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 02		CCCP-45057 CCCP-45057	Tu-124V Tu-124V	AFL/Northern-LED AFL/Privolzhsk-GOJ	rgd trf	28apr64 13sep70	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 03		CCCP-45058 CCCP-45058 CCCP-45058	Tu-124V Tu-124V Tu-124V	AFL/Northern-LED AFL/Privolzhsk NPO "Vzlyot"	rgd trf trf	28apr64 07apr70 26apr74	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 04		CCCP-45059 CCCP-45059 CCCP-45059 CCCP-45059	Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Northern-LED AFL/Estonia AFL/Privolzhsk-KZN AFL/Estonia-TLL	toc trf trf trf	27apr64 23jul70 08jan79 08may64	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 05		CCCP-45060	Tu-124V	AFL/Estonia-TLL	toc	08may64	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 06		CCCP-45061	Tu-124V	AFL/Lithuania	mfd	25apr64	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 07		CCCP-45062	Tu-124V	AFL/Privolzhsk-UFA	toc	20may64	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 08		CCCP-45063 CCCP-45063	Tu-124V Tu-124V	AFL/Belarus-MHP MAPLII Novosibirsk	toc rgd	04jun64 26dec77	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 09		CCCP-45064 CCCP-45064 no reg	Tu-124V Tu-124V Tu-124V	AFL/Privolzhsk MAP Irkutsk APO Irkutsk APO	toc rgd ph.	09mar64 18dec76 06jun01	CoFr renewal 17oct78; not mentioned in MGA document
4 35 14 10		CCCP-45065 CCCP-45065	Tu-124V Tu-124V	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	toc trf	11jul64 dec66	CoFr renewal 17oct78; not mentioned in MGA document
4 35 15 01		CCCP-45066 CCCP-45066 CCCP-45066 CCCP-45066 CCCP-45066 CCCP-45066 CCCP-45066 CCCP-45066	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV MAPLII Novosibirsk MAP Komsom-na-Amur	toc trf trf trf trf trf trf trf	23aug64 29sep65 dec66 jun75 18dec76 26jul77	CoFr renewal 17oct78; not mentioned in MGA document
4 35 15 02		CCCP-45067 CCCP-45067 CCCP-45067	Tu-124V Tu-124V Tu-124V	AFL/GosNII GA AFL/N.Kavkaz-MRV	trf trf trf	15sep64 25nov64	CoFr renewal 17oct78; not mentioned in MGA document
4 35 15 03		OK-TEA CCCP-45097 CCCP-45097	Tu-124V Tu-124V Tu-124V	CSA AFL/Belarus-MHP MAP NovosibirskAPO	d/d trf trf	13nov64 21aug73 02feb78	CoFr renewal 17oct78; not mentioned in MGA document
4 35 15 04		OK-TEB	Tu-124V	CSA	d/d	13nov64	CoFr renewal 17oct78; not mentioned in MGA document

4	35	15	05	495	Tu-124K2	East German AF	d/d	1965	Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBA'; l/n SXF apr75; canx jul75 and returned to Soviet Union aug75
4	35	15	06	CCCP-83961 CCCP-45068 CCCP-45068 CCCP-45068	Tu-124V Tu-124V Tu-124V Tu-124V	MRP Soltsevo AFL/International AFL/Georgia-TBS AFL/Privolzhsk-KZN	rgd toc trf trf	08aug75 unknown 12feb66 23oct74	canx 1982 on charge as of 01dec64; rgd 12dec64; 56 pax configuration; f/n ARN nov65
4	35	15	07	CCCP-45069 CCCP-45069	Tu-124V Tu-124V	AFL/International AFL/Privolzhsk-KZN	toc trf	unknown 26may66	soc 19jun80 as could not be used in other ministries or departments; was preserved in front of the "Pioneers' Palace" at Orsk from jun80, l/n 1984; probably scrapped on charge as of 01dec64; rgd 12dec64; 56 pax configuration; f/n ARN apr66
4	35	15	08	CCCP-45069 DM-SDA	Tu-124V Tu-124K2	AFL/Privolzhsk-KUF EGAF/Interflug c/s	trf d/d	18may76 09apr65	was on flight SU2025-2026 KZN-MRV-KZN 25jun67, when hit by a car on the ground at MRV, quickly repaired according to the Soviet register; soc 24jan79 as life-time expired
4	35	15	09	496 CCCP-83963 CCCP-45070 CCCP-45070 CCCP-45071 CCCP-45071 CCCP-45071 CCCP-45071 CCCP-45071	Tu-124K2 Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	East German AF MRP Soltsevo AFL/International AFL/N.Kavkaz-VOG AFL/International AFL/Georgia-TBS AFL/N.Kavkaz-MRV AFL/Privolzhsk-KZN	r/r rgd rgd trf rgd trf trf trf trf	oct73 08aug75 30dec64 08aug66 30dec64 18mar66 19sep74 28feb79	photo c/n painted by forward door and on tail rgd only 29dec73; l/n Spereberg 09sep79; CofA canx 14apr82 rgd only 29dec73; opb 223 LO at Chkalovski; used to transport East German cosmonaut Siegmund Jähn from SXF to the Soviet Union 21aug78, returning the opposite way 27sep78 after his space expedition; l/n in (former) East Germany 18mar81; CofA canx 14apr82; photo Engels jun82
4	35	16	01	"50" CCCP-45146 CCCP-45158	Tu-124V Tu-124V Tu-124V	Soviet Air Force Soviet AF/AFL c/s Soviet AF/AFL c/s	SVO Spr SXF	photo 08oct71 26jun71	rgd only 29dec73; l/n Spereberg 24jun79; CofA canx 14apr82 rgd 24aug65; already f/n LBG may65, in Aeroflot c/s; trf to, see next line, based on a decree dated 24may74
4	35	16	03	CCCP-45173	Tu-124V	Soviet AF/AFL c/s	Spr	28aug71	confirmed by order dated 24may74; canx 12aug80
5	35	16	04	CCCP-45072	Tu-124V	AFL/GosNII GA	toc	02aug65	rgd 03mar65; 56 pax configuration; opb 235 OAO at VKO from 08feb65 until apr67
5	35	16	05	CCCP-45072 CCCP-45073 CCCP-45073 CCCP-45074	Tu-124V Tu-124V Tu-124V Tu-124V	MRP NPO "Vzlyot" Soviet Gvt/AFL c/s AFL/Belarus-MHP AFL/N.Kavkaz-MRV	trf toc trf toc	23may74 08feb65 unknown 05feb65	on charge as of 01may67; f/n SVO 03jul70; l/n MHP 21apr76; soc 27dec78 as life-time expired rgd 01apr65; 56 pax configuration; f/n MQF 05jun68; canx at MRV 12mar76; soc 16jun76 as life-time expired
5	35	16	07	OK-UEC CCCP-45098 CCCP-45077	Tu-124V Tu-124V Tu-124V	CSA AFL/Belarus-MHP AFL/Estonia-TLL	d/d toc toc	08jul65 30sep73 08feb65	named 'Mladá Boleslav'; rgd 08jul65; wfu 18dec72; canx 22jan73 rgd 10oct73; on Soviet register as c/n 1607; soc 27feb78 as life-time expired rgd 01apr65; 56 pax configuration; f/n TLL 07oct66; l/n AER 06jul70; soc 20sep79 as life-time expired
5	35	16	09	? 634	Tu-124V	Iraqi Air Force	d/d	1965	probably a Tu-124K; photo TIP 1969 with 'IAF634' below roundel on rear fuselage and '634' in Arabic numerals forward of the tailplane
				YI-AEY	Tu-124V	Iraqi Airways	JED	nov80	destroyed at Al Taqaddum AB during the Gulf War feb91, photo oct04, with registration still visible on the fin
5	35	16	10	? 635	Tu-124V	Iraqi Air Force	d/d	1965	probably a Tu-124K; seen CAI 12jul67
5	35	17	01	YI-AEL CCCP-45078	Tu-124V Tu-124V	Iraqi Airways AFL/Belarus-MHP	PRG toc	sep73 07apr65	l/n SAH 1980; was destroyed at Baghdad during the Gulf war feb91 rgd 18may65; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76
5	35	17	02	CCCP-45078 CCCP-45079	Tu-124V Tu-124V	MAPLII Novosibirsk AFL/Lithuania-VNO	trf toc	12jul77 29apr65	rgd 26dec77; canx 01jul86; photo exists wfu at Novosibirsk rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs
5	35	17	03	CCCP-45079 CCCP-45080	Tu-124V Tu-124V	AFL/Privolzhsk Soviet Gvt/AFL c/s	trf toc	20nov77 08may65	soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line
				CCCP-45080	Tu-124V	AFL/Lithuania	trf	27feb68	f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd-Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01
5	35	17	04	CCCP-45081 CCCP-45081 CCCP-45081	Tu-124V Tu-124V Tu-124V	Soviet Gvt/AFL c/s AFL/North Kavkaz AFL/Belarus-MHP	toc trf trf	08may65 16dec67 10jun73	rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5	35	17	05	CCCP-45082 CCCP-45082 CCCP-45082 CCCP-45083	Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Privolzhsk-KUF MAPLII Novosibirsk MAP Omsk Motors AFL/Northern-LED	toc trf trf toc	may65 18dec76 01jun78 02jun65	last digit of year difficult to read in MGA document; reported in an incident report at Rostov-na-Donu 20jan74 (overran 150 metres on an icy runway after the crew had received incorrect info from ATC); soc 30nov78 as life-time expired rgd 23jun65; 56 pax configuration; f/n DME 03oct72; canx 18dec76
5	35	17	07	CCCP-45199	Tu-124V	Soviet AF/AFL c/s	rgd	29dec73	CofR renewal 06jun78; canx but date unknown; seen preserved Omsk jul93/jun94
5	35	17	08	DM-SDB	Tu-124K2	EGAF/Interflug c/s	d/d	20aug65	rgd 30jun65; 56 pax configuration; f/n LED 12aug68; w/o 29jan70 on approach to Murmansk when flew into a hill near Murmashi, 11 persons killed; soc 26mar70
				CCCP-64452	Tu-124V	MAP LII Zhukovski	rgd	16jul75	f/n Peenemünde 12oct70 on a VIP flight in old Aeroflot colours for military exercise 'Waffenbrüderschaft 70'; l/n Spereberg 14jan79; CofA canx 14apr82
5	35	17	09	CCCP-45084	Tu-124V	AFL/Privolzhsk-KUF	toc	30jul65	Tu-124K2-22, but referred to as Tu-124V in East Germany; had serial '494' allocated, but not painted on; opb STFS (redesignated TFS-29 01dec65, TFS-44 01dec71 and TG-44 01jan73); in civil c/s with an Air Force cheatline; damaged at SXF 21feb75 and wfu; canx aug75 and returned to the Soviet Union the same month
5	35	17	10	CCCP-45085	Tu-124V	MAP LII Zhukovski	rgd	07dec65	in Aeroflot c/s; f/n LED 06may78; canx 27jun83; was preserved at ul. Kommunisticheskaya (opposite to house No. 4) at Kimry from 1984, f/n aug95; relocated to the crossing of ul. 50 let VLKSM and Sayvolovski most (N56.871233 E37.371554) 13nov18, fitted with the nose glazing of a Tu-134 and repainted, l/n 13aug24
5	35	18	01	CCCP-45086	Tu-124V	AFL/Northern-LED	rgd	30aug65	rgd 17aug65; 56 pax configuration; f/n KUF 25jul69; l/n KUF 09oct74; soc 24apr78 as life-time expired in Aeroflot c/s; f/n 1970; canx 27apr84
5	35	18	02	CCCP-45087	Tu-124V	AFL/Privolzhsk-KZN	rgd	20sep65	c/n confirmed; probably Tu-124K; seen Shahezhen AFB 04oct88; preserved in the China Aviation Museum at Shahezhen AFB (N40.183033 E116.36001 Changping) initially in civilian markings (presumably that of CUA), l/n as such 1992; later repainted into Air Force c/s, l/n 22jun24
5	35	18	03	CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	Aeroflot/UshVLP AFL/Northern Aeroflot/UshVLP AFL/Privolzhsk Aeroflot/UshVLP AFL/North Kavkaz Aeroflot/UshVLP AFL/Privolzhsk Soviet Gvt/AFL c/s	rgd toc trf trf trf trf trf trf trf	26aug68 29sep68 08jul73 23nov73 03aug74 04oct74 oct77 09oct65	Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College soc 27dec78 as life-time expired
5	35	18	04	CCCP-45089 CCCP-45089 CCCP-45089 CCCP-45089 CCCP-45089	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Georgia-TBS AFL/Belarus-MHP AFL/Privolzhsk-KZN AFL/International	trf trf trf trf trf	28aug68 06oct68 28feb74 23jan79 30oct65	rgd 28oct65; opb 235 OAO at VKO from 09oct65 until 28aug68; 56 pax configuration; f/n CPH 16aug67
5	35	18	05	CCCP-45090 CCCP-45090 CCCP-45090	Tu-124V Tu-124V Tu-124V	AFL/International AFL/Estonia AFL/Privolzhsk-KZN	toc trf trf	21oct67 21dec67 21dec78	soc 18jul80 as could not be used in other ministries or departments rgd 15dec65; 56 pax configuration; f/n SXF 15jun67
5	35	18	06	CCCP-45091 CCCP-45091 CCCP-45091	Tu-124V Tu-124V Tu-124V	AFL/International AFL/Lithuania AFL/Privolzhsk	toc trf trf	28dec65 25sep67 09oct77	soc 17apr80 as life-time expired and canx same date; preserved as a cinema in the culture and recreation park at Tula since 24oct81, broken up in late 1990s
5	35	18	07	CCCP-45092 CCCP-45092	Tu-124V Tu-124V	AFL/International AFL/Privolzhsk-KUF	toc trf	28dec65 03oct67	f/n CPH 29dec65; rgd 21feb66; 56 pax configuration; l/n CPH 05aug67
5	35	18	08	50256	Tu-124V	Chinese Air Force		photo	soc 13jul79 as life-time expired rgd 21feb66; 56 pax configuration; f/n ARN jan67
5	35	18	09	50257	Tu-124V	Chinese Air Force		25oct93	l/n KUF 15dec72; soc 17nov80 as life-time expired; preserved in the factory museum at Kharkov-North (N50.025555 E36.265477), seen jul93/sep12
5	35	18	10	CCCP-45093 CCCP-45093 CCCP-45093	Tu-124V Tu-124V Tu-124V	AFL/International AFL/Belarus-MHP AFL/Privolzhsk-KZN	toc trf trf	14jan66 10oct67 22nov78	c/n confirmed; probably Tu-124K; seen Shahezhen AFB 04oct88; preserved in the China Aviation Museum at Shahezhen AFB (N40.183081 E116.36036 Changping) in military markings, l/n 22jun24
6	35	19	01	? V642	Tu-124K	Indian Air Force	d/d	oct66	rgd 21feb66; 56 pax configuration; f/n ARN apr67
6	35	19	02	? V643	Tu-124K	Indian Air Force	d/d	oct66	f/n MHP 29apr69; l/n MHP 20mar74
6	35	19	03	V644	Tu-124K	Indian Air Force	d/d	oct66	soc 18jul80 as could not be used in other ministries or departments
6	35	19	04	--	Tu-124K2	Hungarian AF	ntu	early67	used call-sign 'VU-AVA'; f/n DEL 24oct67; names 'Raj Hansa' sep69; presented to the Lucknow State Museum within the Lucknow Zoo (N26.844817 E80.954517) for display by Mrs Indira Gandhi in dec84; f/n 02jan04, painted as 'Raj Huns'; l/n 16jan19
									used call-sign 'VU-AVB'; f/n DEL 24oct67; w/o 05nov77 when crashed on second approach to Jorhat (Assam), hit trees and came down in a paddy field in Tetlagon village, all 5 crew killed but all passengers (including Prime Minister Morarji Desai) escaped basically unhurt
									used call-sign 'VU-AVC', named 'Rajdoot'; f/n DEL 24oct67; was stored at Palam, seen apr03/feb07, c/n checked; preserved in the Indian Air Force Museum (N28.574432 E77.116145) at Delhi-Indira Gandhi, seen feb05/feb24
									c/n not confirmed !; Hungarian Air Force insignia were painted on, but the aircraft was not handed over (An-24V '907' was acquired instead)

	CCCP-45094	Tu-124K2	Soviet Gvt/AFL c/s	toc	14apr67	c/n confirmed; in 56 passenger configuration; rgd 21apr67; opb 235 OAO at VKO from 14apr67 until 29aug68
	CCCP-45094	Tu-124K2	AFL/Moscow (MUTA)	trf	29aug68	opb Vnuukovski OAO
	CCCP-45094	Tu-124K2	AFL/Lithuania-VNO	trf	05sep68	opb Vilniuski OAO; f/n VKO 02oct72
	CCCP-45094	Tu-124K2	AFL/Privolzhsk-KZN	trf	25jun77	opb Kazanski OAO; soc 18ju180 as could not be used by any other ministries or organisations; reported at Kazan-Kurkachi or Kazan-Borisoglebskoye ju197
6 35 19 05	--	Tu-124K2	Hungarian AF	ntu	early67	c/n not confirmed !; Hungarian Air Force insignia painted on, but not handed over, An-24V '908' acquired instead; the aircraft probably went to the Soviet Air Force
53 Tu-124Sh navigation trainers built by Factory No. 135 at Kharkov-Karotish from 1962 to 1968						
This second, military, series was started in 1963, and production ended in 1968. As the civil production stopped in 1966 and batch 06 and 07 were 1967 and 1968 built, this bridges the gap between the end of the first Tu-124 series and the large scale production of the Tu-134, which commenced during 1968.						
2 35 00 01	no code	Tu-124Sh	Soviet Air Force	mfd	aug62	the prototype of this version; photo exists
3 35 00 02	"02" blue	Tu-124Sh	Soviet Air Force	mfd	1963	probably converted at some stage to a transport aircraft; wfu 1978 and transported from Tashkent-Tuzel and preserved in a park at Akaltyn (Ulugnor) (formerly Komsomolabad, Andijan region of Uzbekistan (N40.739419 E71.707091) from 1980; photo aug09 in c/s similar to Aeroflot with faded code and Red star; repainted summer/autumn 2011, blue/white and green as per the colours of Uzbekistan Airways code visible beneath "50" red
3 35 00 03	"7." "50" red "50" black	Tu-124Sh Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force Soviet Air Force	Lum	photo 27apr99	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila; with red cheatline c/n not confirmed (painted in error as '3350603'); sat wfu at Lugansk-Ostraya Mogila, seen apr99; preserved on poles in the museum of the ARZ at Lugansk-Ostraya Mogila (N48.527216 E39.384045), seen jun08/nov14
3 35 00 04	"52" red "08" red	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	ph. trf	1968 1980	opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol opb 652 uap ambovskogo VVAUL at Tambov; with red cheatline; sat wfu at Tambov-Military (West), seen aug97 but gone by aug01
3 35 00 05	"10" red	Tu-124USH	Soviet Air Force	ph.	ca.1981	opb 652 uap Tambovskogo VVAUL at Tambov; sat wfu at Tambov-Military (West) for several years; l/n Tambov 26may18
3 35 01 02	"60" red	Tu-124Sh	Soviet Air Force	ph.	photo	opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol
3 35 01 03	not known "11" red	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	ph. trf	1972 1980	opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol opb 652 uap Tambovskogo VVAUL at Tambov; sat wfu at Tambov-Military (West), seen aug97 but gone by aug01
3 35 01 05	"53" red	Tu-124Sh	Soviet Air Force	ph.	1977	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila; w/o in 1977 on landing at Voroshilovgrad-Ostraya Mogila when made a belly landing as a technician had made a mistake in handling the landing gear, the rear fuselage broke off and the aircraft caught fire
3 35 02 01	"15" red	Tu-124Sh	Soviet Air Force	Tbv	jun82	opb 652 uap Tambovskogo VVAUL at Tambov aug97; with red cheatline; sat wfu at Tambov-Military (West), seen aug97
4 35 02 03	not known	Tu-124Sh	Soviet Air Force	ph.	photo	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk
4 35 02 05	not known	Tu-124Sh	Soviet Air Force	ph.	1970s	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila
5 35 03 01	"40" blue	Tu-124Sh	Soviet Air Force	ph.	photo	opb 64 ap at Omsk-Severnny
5 35 03 02	"54" red	Tu-124Sh	Soviet Air Force	ph.	photo	opb 605 uap at Kamensk-Uralsky
5 35 03 03	"55" blue	Tu-124Sh	Soviet AF/PVO	ph.	1972	initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye and later by 72 ap at Amderma; scrapped at Amderma, but the tail is still extant at the scrapyard
5 35 03 05	"50" or "02" ?	Tu-124Sh	Soviet Air Force	ph.	nov09	both codes were given by various sources; opb 290 odrap at Machulishchi from 1965 to 1974; was stored at Zybrovka; disassembled and transported to Chechersk (Gomel district of Belarus) in 1992; photo of the forward fuselage only 31jul93, shoes the c/n behind the cockpit
5 35 04 02	"53" red	Tu-124Sh	Soviet Air Force	ph.	06may97	preserved in a square at the crossing of ul. Lenina and ul. Proletarskaya at Chechersk/Chachersk (NS2.919404 E30.914433), was used initially as a video saloon and later as the "Tsentr igry i igrushki" (Games and Toys Centre); initially in grey c/s with white/red/light blue cheatline, no markings whatsoever, seen as such nov09/apr11; seen jul11 covered in graffiti; repainted in white/silver c/s with red/green cheatline, no markings whatsoever, seen as such jul14/jun19, l/n nov20
5 35 04 03	"62" red	Tu-124Sh	Soviet Air Force	ph.	jul79	c/n checked; without bomb racks under the wings; opb 199 odrap at Nezhyn; with red cheatline; was preserved in Shevchenko Park at Nezhyn/Nizhyn (Chernigov district of Ukraine), l/n as such 02may99 (in poor condition), seen jun99 with freshly painted 'Rossiya' titles; probably scrapped in the 2000s
5 35 04 04	"59" red	Tu-124Sh	Soviet Air Force	ph.	photo	initially opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol; trf to 652 uap Tambovskogo VVAUL at Tambov in 1980
6 35 04 05	not known	Tu-124Sh	Soviet AF/PVO	ph.	1973	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk
6 35 05 01	not known	Tu-124Sh	Soviet Air Force	ph.	1979	at Omsk-Severnny; opb 64 ap at Omsk-Severnny; with red cheatline; l/n Omsk-Severnny 1983
6 35 05 04	not known	Tu-124Sh	Soviet Air Force	ph.	photo	initially opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol; trf to 652 uap Tambovskogo VVAUL at Tambov in 1980
6 35 05 05	not known	Tu-124Sh	Soviet Air Force	ph.	1972	opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol
6 35 05 06	"65" blue	Tu-124Sh	Soviet AF/PVO	BTK	13jul97	opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol opb 350 ap at Byelaya and later at Bratsk; sat derelict at Bratsk for several years, l/n jul97; scrapped in the late 1990s
7 35 05 09	"35" blue	Tu-124Sh1	Soviet AF/PVO	ph.	03jun76	at Stavropol-Shpakovskoye; initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye and later by 72 ap at Amderma; with red cheatline; ferried from Amderma to Naryan-Mar about half a year after having run out of hours and was airlifted by a Mi-26 to posyolok Iskatelei near Naryan-Mar where it was preserved as the children's café "Orion" (received respective titles); vandalised by teenagers and scrapped in the early 2000s
7 35 06 01	"32" red	Tu-124Sh	Soviet Air Force	ph.	06may97	c/n checked; opb 199 odrap at Nizhyn; with red cheatline; was preserved in a housing area near the gate of Nizhyn AFB (Chernigov district of Ukraine), l/n jun99; destroyed by arson around 2001, burnt for 3 days
7 35 06 02	"60" red	Tu-124Sh	Soviet Air Force	Lum	photo	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk
7 35 06 07	"65" red	Tu-124Sh	Soviet Air Force	ph.	1974	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila
7 35 06 03	not known	Tu-124Sh	Soviet AF/PVO	ph.	1968	at Omsk-Severnny; opb 64 ap at Omsk-Severnny
7 35 06 04	"04" blue	Tu-124Sh	Soviet AF/PVO	ph.	2010	c/n confirmed; opb 72 ap at Amderma; with blue cheatline, converted into a 'salon' aircraft for use by the commander of PVO aviation; was used as a fire trainer at Amderma, outer wings removed, seen as such 2010/jan18
7 35 06 05	not known	Tu-124Sh	Soviet Air Force	ph.	photo	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk
7 35 06 06	"28" red	Tu-124Sh	Soviet Air Force	ph.	19feb86	based at Chkalovski; modified for trials in 1969/70; installed by Mi-26 "81" yellow at ul. Stefanovskogo at Shcholkovo-3 garrison (Chkalovski) 19feb86; was to be preserved as a children's café, but the café closed after some time and the aircraft was left to its fate; destroyed by arson (the tail burnt out and broke off) and scrapped probably in the early 1990s
7 35 06 07	"52" red	Tu-124Sh	Soviet Air Force	Tbv	aug97	opb 652 uap Tambovskogo VVAUL at Tambov; with red cheatline; the fuselage without wings and tail sat at Tambov-Military (West), seen aug97 (the code was faded and read by spotters as "57" in error)
7 35 06 10	"22" red	Tu-124Sh	Soviet Air Force	ULV	29oct84	opb 652 uap Tambovskogo VVAUL at Tambov; with red cheatline; ferried to Ulyanovsk 29oct84 and preserved on the premises of the CMEA Civil Aviation Centre at Ulyanovsk, l/n jun87
	'CCCP-45017'	Tu-124Sh	Aeroflot	ULV	sep92	c/n plate checked many times as '0610'; repainted in these fake Aeroflot markings; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.290263 E48.233760) from 1990, l/n aug24; see c/n 1350502
7 35 07 02	"72" red "29" red	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	ph. Tbv	1970s aug97	opb 652 uap Tambovskogo VVAUL at Tambov opb 652 uap Tambovskogo VVAUL at Tambov; with red cheatline and blue rudder; wfu probably in 1981; sat wfu at Tambov-Military (West), seen aug97
8 35 07 04	"23" red	Tu-124Sh	Soviet Air Force	ph.	1970s	opb 652 uap Tambovskogo VVAUL at Tambov
8 35 07 05	"18" red	Tu-124USH	Soviet Air Force	ph.	ca.1981	opb 652 uap Tambovskogo VVAUL at Tambov
8 35 07 06	CCCP-45095	Tu-124Sh	Soviet AF/AFL c/s	Spr	30jun71	rgd only 29dec73 (to 223 LO); opb 234 iap at Kubinka; converted into a passenger aircraft; accompanied the visit of 6 MiG-21s to Reims sep71 and the visit of 6 MiG-23MLAs to Rissala 01/04aug78 and to Reims 04/08sep78; l/n HEL 09jun80; CofA expired 14apr82; canx 06aug82
	"01" red	Tu-124Sh	Soviet Air Force	Kub	04may94	c/n not confirmed, but a photo shows it was one of the former Kubinka Tu-124s in post-1974 Aeroflot c/s with registration and titles overpainted; was preserved at Kubinka, l/n 21aug95 (partly dismantled) and gone by aug99
8 35 07 07	CCCP-45135	Tu-124Sh	Soviet AF/AFL c/s	f/n	12oct70	at Peenemünde; seen LBG 17jun71; rgd only 29dec73 (to 223 LO); l/n Sperenberg 26may81; CofA expired 14apr82

Tu-124s with unknown c/ns

---	"03"	Tu-124	Soviet AF	ph.	apr82	at Tambov Vostochnyye
---	"03" red	Tu-124Sh	Soviet Air Force	ph.	photo	preserved in a housing estate at Novomichurinsk, near Ryazan since the early90s; scrapped oct06
---	"05" blue	Tu-124Sh	Soviet AF/PVO	ph.	1970s	opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye
---	"15" blue	Tu-124Sh	Soviet AF/PVO	ph.	03jun76	initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye; photo at Mikhailovskoye 03jun76; trf to 356 ap at Semipalatinsk-Zhana-Semei in 1978; trf to 350 ap at Bratsk in 1986; unofficially named 'Lyuska'; l/n BTK 01jul92
---	"23" blue	Tu-124Sh	Soviet AF/PVO	ph.	08aug86	at Omsk-Severnny; opb 64 ap at Omsk-Severnny; in natural metal c/s with red stripes and a blue fin tip
---	"25" blue	Tu-124Sh	Soviet AF/PVO	ph.	1970s	initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye; trf to 518 ap at Arkhangelsk-Talagi in 1978; trf to 356 ap at Semipalatinsk-Zhana-Semei in 1983; trf to 64 ap at Omsk in 1986; unofficially named 'Matilda'
---	"35" blue	Tu-124Sh	Soviet AF/PVO	ph.	03jun76	at Mikhailovskoye (Stavropol region); opb SVVAULSh PVO
---	"37" blue	Tu-124Sh	Soviet AF/PVO	ph.	1970s	opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye
---	"40" red	Tu-124Sh	Soviet Air Force	ph.	09may97	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila; was preserved at Kirovsk (Lugansk region of Ukraine), seen may97/may98
---	"45" blue	Tu-124Sh	Soviet AF/PVO	ph.	sep76	initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye; photo at Marinovka (Stavropol region) sep76; probably trf to 64 ap at Omsk-Severnny
---	"51" red	Tu-124Sh	Soviet Air Force	ph.	1970s	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila
---	"51" red	Tu-124Sh	Soviet Air Force	ph.	photo	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk
---	"52" red	Tu-124Sh	Soviet Air Force	ph.	1970s	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila
---	"52"	Tu-124LL	Soviet Air Force	ph.	1960s	received a non-standard nose with sensors; used by LOMO as a test-bed in the 1960s for the development of electronical-optical fuses for the air-to-air missiles K-80 (R-4) and R-40

---	"53" red	Tu-124Sh	Soviet Air Force	ph.	1972	initially opb 604 uap Chelyabinskogo VVAUSH at Chelyabinsk-Shagol; trf to 652 uap Tambovskogo VVAUL at Tambov in 1980
---	"53" red	Tu-124Sh	Soviet Air Force	Erm	photo	opb 46 uap Voroshilovgradskogo VVAUSH at Voroshilovgrad-Ostraya Mogila
---	"53" blue	Tu-124Sh	Soviet AF/PVO		16apr97	sat wfu at Yermolino, seen apr97; later scrapped, only the fuselage remained by aug02
---	"54" red	Tu-124Sh	Soviet Air Force	ph.	photo	opb 46 uap Voroshilovgradskogo VVAUSH at Voroshilovgrad-Ostraya Mogila
---	"55" red	Tu-124Sh	Soviet Air Force		1968	initially opb 604 uap Chelyabinskogo VVAUSH at Chelyabinsk-Shagol; trf to 652 uap Tambovskogo VVAUL at Tambov in 1986
---	"55" red	Tu-124Sh	Soviet Air Force	ph.	photo	opb 46 uap Voroshilovgradskogo VVAUSH at Voroshilovgrad-Ostraya Mogila
---	"56" red	Tu-124Sh	Soviet Air Force		1970s	opb 46 uap Voroshilovgradskogo VVAUSH at Voroshilovgrad-Ostraya Mogila
---	"56" red	Tu-124Sh	Soviet Air Force	ph.	photo	opb Chelyabinskogo VVAUSH, 108 uap at Shadrinsk
---	"61" red	Tu-124Sh	Soviet Air Force		photo	opb Chelyabinskogo VVAUSH, 108 uap at Shadrinsk
---	"65" red	Tu-124Sh	Soviet Air Force	ph.	1974	opb 46 uap Voroshilovgradskogo VVAUSH at Voroshilovgrad-Ostraya Mogila
---	"67" red	Tu-124Sh	Soviet Air Force	ph.	1970s	initially opb 604 uap Chelyabinskogo VVAUSH at Chelyabinsk-Shagol; trf to 652 uap Tambovskogo VVAUL at Tambov in 1980
---	"68" red	Tu-124Sh	Soviet Air Force	ph.	photo	opb 604 uap Chelyabinskogo VVAUSH at Chelyabinsk-Shagol
---	"84" blue	Tu-124Sh	Soviet AF/PVO		1970s	
---	"96" red	Tu-124Sh	Soviet Air Force	ph.	photo	opb Chelyabinskogo VVAUSH, 108 uap at Shadrinsk
---	not known	Tu-124Sh	Soviet AF/PVO			opb 64 ap at Omsk-Severn; was preserved at prospekt Kosmonavtov at Omsk from 1987; scrapped in the 1990s
---	not known	Tu-124Sh	Soviet AF/PVO			opb 350 ap Byelaya and later at Bratsk; ferried from Bratsk to Byelaya in 1987; was preserved near Polovinka railway station; scrapped
---	not known	Tu-124Sh	Soviet Air Force			opb 46 uap Voroshilovgradskogo VVAUSH at Voroshilovgrad-Ostraya Mogila; was preserved in the MMZh housing estate at Lugansk; scrapped around 1992/93
---	not known	Tu-124Sh	Soviet Air Force			opb 604 uap Chelyabinskogo VVAUSH at Chelyabinsk-Shagol; was preserved near a community centre at Chelyabinsk

Tupolev Tu-134

The Soviets' answer to the DC-9, BAC-111 and SE 210 design of aircraft was the Tu-134. It first flew on 29 July 1963 and entered service between Moscow and Murmansk on 9 September 1967. International services commenced on 12 September 1967 on the Moscow - Stockholm route. Since then the type has served Aeroflot extensively within the Soviet Union and Europe. The Tu-134 has also seen a lot of employment outside the Soviet Union, with Balkan, MALÉV and Interflug among the early customers. The first prototype of the Tu-134 was still called Tu-124A and has got the following features: 12 windows on the left-hand side (one on the entry door and 11 for the cabin), 13 windows on the right-hand side (two small above the square service door and 11 for the cabin), the air-cooling intake on the leading edge of the vertical stabiliser is tube-shaped and not aligned into the contour of the leading edge, the engine nacelles are short, i.e. from the D-20, the rivets are the same on all the aircraft. The initial two prototypes were converted from Tu-124 fuselages. From the tenth batch, production of the Tu-134A started. This version has a fuselage lengthened by 2.10 metres. This could be the reason that the 9th batch consists of 28, instead of the usual 10 aircraft, as the intention was to start the production of the Tu-134A with batch ten, but many shorter fuselages had already been produced. Many Tu-134As are now converted to Tu-134A-3s, a process still taking place at the Tu-134 rework at Minsk-Loshitsa.

All Tu-134s were built at Factory No. 135 Kharkov. Total production is reported by the factory as being 852 of which 199 were delivered to the Soviet Air Force. This 199 includes all versions, so also those in Aeroflot colours. The pure military production (Tu-134Sh and Tu-134UBL) must have been 166 as the civil line completed 686 aircraft but this does include aircraft that were delivered to the military. We are very grateful to Dimitri Komissarov & Yefim Gordon (Polygon Press Publishing Ltd.) for a lot of Tu-134 data they have supplied and can be found in the list below.

Regarding designations: The Tu-134K is the VIP version of the Tu-134 sans suffix. The Tu-134AK is the VIP version of the Tu-134A built as such (unlike recent conversions of regular passenger-configured Tu-134As). The 'AK' can be identified by the additional entry door in front of the port engine (which is non-functional if the aircraft has been reconfigured to all-economy seating). The Tu-134AK appears in both standard ('glass-nosed') and export ('radar-nosed') versions, either of which may be equipped to Tu-134A standard (ie, with D-30 Srs. 2 engines) or Tu-134A-3 standard (with D-30 Srs. 3 engines). In contrast, regular Tu-134As built with no rear entry door and converted to VIP configuration are popularly called Tu-134A "Salon". As there are many passenger to Salon and Salon to passenger conversions, not visible from the outside, we make no mention of those Salon VIP conversions.

There is a sub-variant of the radar-nosed export version. It is sometimes called Tu-134A-1, but this designation cannot be confirmed by documents. This version was developed in 1975 to meet a requirement by Aviogenex and is outwardly identical to the later Tu-134B except for the nose titles, of course; ie, it combines the "Gроза-M134" radar with larger ICAO Type III rear emergency exits. On the other hand, the flight deck is identical to that of any radar-nosed 'A', with two pairs of throttles and one centrally-mounted radar display (ie, it lacks the Tu-134B's central control pedestal and side-mounted radar displays); hence there is no provision for flight spoilers. Four of these aircraft were converted from regular radar-nosed 'As for Aviogenex in 1975-76; the others were new-built aircraft, four more for Aviogenex and two for CSA Czechoslovak Airlines. Also, the final eight Tu-134AKs for the East German Air Force were built to this standard with Type III rear emergency exits. 13 export Tu-134B-3 aircraft were built (not later converted later to Tu-134B-3), 6 of these were VIP aircraft with the extra door - but did not have a separate designation (ie were not Tu-134BK as had been assumed).

The 'stinger-tail' airborne command post (ABCP) derivative of the Tu-134AK is called Tu-134 "Balkany", not Tu-135. The Tu-134AK ("Balkany") is an army staff transport enabling the work and communications of the army command and supporting the operations of army headquarters. The aircraft is equipped with a special communications centre enabling operation both on the ground and in flight. Thus to all intents and purposes the Tu-134 "Balkany" can be regarded as an army-level ABCP after all. (In reality the Tu-135 was an unbuilt four or six engine strategic bomber project of 1963 developed immediately after the Tu-134 and outwardly similar to the North American XB-70 Valkyrie.) The c/n plate is to be found on the front bulkhead of the nose wheel bay. As the plate is often painted over many times it is necessary to step on the nose wheel to have a close look. Also it helps to scrape off the old paint with a coin; however, first ask permission to do so and do not upset crews. Most c/ns have now been confirmed by CIS sources. In addition to the c/n plate in the nose wheel well, aircraft with the standard glazed 'bomb-aimer' nose have a second c/n plate on the flight deck (on the left-hand wall of the passage leading to the navigator's station). The Tu-134Sh-1/Sh-2 went one better than the others, though. Virtually all civil-registered aircraft (except maybe microlights) carry the registration on a plate or sticker in the cockpit/ flight deck as a reminder to facilitate working with air traffic control; the Tu-134 has two such plates affixed to the captain's and first officer's instrument panel shrouds. However, on the Tu-134Sh these plates carry the last four digits of the c/n (eg, aircraft c/n 2350104 carries "0104") or the complete eight-digit c/n (eg. 53550550).

Tu-134 production of the straight version from 1965 until 1970

The c/n gives the year of manufacture, factory code (35 for factory 135), the batch number and the number in the batch

00 00	CCCP-45075	Tu-124A	GKAT Tupolev OKB	f/f	29jul63	the first prototype of the Tu-134 was still called Tu-124A; assembled by factory 156 (MMZ "Opyt") and f/f from Zhukovskiy; c/n from an article by Sergei and Dmitri Komissarov; completed trials 06nov64; was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow in 1970/77; was preserved at the territory of PTU No.164 in the Novogireyev district of Moscow (at ul. Molostovyykh near the junction with Napolny proyezd, N55.758166 E37.831420) since 1977; although the aircraft rested on concrete blocks which were almost three metres high, its condition deteriorated from year to year (but the blocks were high enough to prevent checking the c/n plate in the nose-gear bay), l/n feb13; broken up apr13
00 01	CCCP-45076(1)	Tu-134	GKAP Tupolev OKB	f/f	09sep64	f/n LBG 15jun65; the second prototype was called Tu-134; crashed 14jan66 near Chkalovski whilst on trials with the NII VVS, during tests the Air Force test pilot applied full rudder deflection (25 degrees) without reducing the speed (0,86 M) from the previous test, causing the aircraft to roll with eventual loss of control; see Tu-124 c/n 0350001
---	--	Tu-134			early65	static test airframe
---	--	Tu-134			early65	dynamic test airframe for fatigue trials; photo exists taken at TsAGI, featured a protruding air conditioner heat exchanger air intake on the leading edge of the fin as per CCCP-45075, but has one over wing emergency exit, which CCCP-45075/6 lacked altogether
5 35 00 02	CCCP-65600	Tu-134	MAP Tupolev OKB	f/f	14aug65	first pre-production aircraft, initially powered with D20-125 engines; f/n LBG jun67; Tu-134LLChR; in Aeroflot c/s; photos exist with a tail housing containing a parachute used during spin trials
6 35 00 03	CCCP-65600 CCCP-65601	Tu-134 Tu-134	MAP LII Zhukovski MAP Tupolev OKB	rgd BUD	20jun75 21nov66	canx 08apr78; preserved Urgench near the "Planer" hotel 08sep83, l/n oct85 and broken up later
6 35 00 04	CCCP-65602	Tu-134	AFL/GosNII GA	f/f	21jul66	second pre-production aircraft, initially powered with D20-125 engines; undertook trials 24mar67 to jul67 to try to avoid water ingestion in the engines, following several incidents of engine failures when landing on wet runways; converted in 1968 into a test-bed for the Tu-134A's powerplant (D-30-II engines and TA-8 APU), but was not a Tu-134A, as the short fuselage was retained; line for this registration left blank on Soviet register; in Aeroflot c/s; used as a ground instructional airframe by the Kiev Institute of Civil Engineering, seen may04/apr05; stored in the Oleg Antonov State Aviation Museum at Kiev (N50.405042 E30.466001), l/n jun06/mar16 in an ever-deteriorating condition; repainted in multi c/s with a 'bird and wild cat' logo by 17sep16 and 'integra-design.com - virtual technologies' titles
6 35 00 05	CCCP-65602	Tu-134	MRP NPO "Vzlyot"	trf	21may84	first Tu-134 powered with D-30 engines; toc 25mar67; rgd 25nov70, late rgd !; soc 12mar84 and canx 25mar84 as to, see next line
6 35 01 01	CCCP-65603 CCCP-65604(1)	Tu-134 Tu-134	AFL/GosNII GA AFL/Moscow	rgd toc	17nov70 19apr67	late rgd; toc 05jan71; trf to Kirsanov technical School 12jul73; soc 22nov73 as worn out
6 35 01 02	CCCP-65604(1)	Tu-134	AFL/Northern-LED	trf	13may72	72 pax configuration; may have been based at Gorki; was the first Tu-134 which was overhauled by 407 ARZ at Minsk (sep69/21apr70)
6 35 01 02	CCCP-65605(1) CCCP-65605(1) CCCP-65605(1)	Tu-134 Tu-134 Tu-134	AFL/Moscow AFL/International Aeroflot/USHVLP	toc trf trf	03apr67 16oct67 06jan68	rgd 16jun72; opb 1-y Leningradski OAO; dbr 08jul72 while being loaded at Murmansk when a suitcase containing a bleaching agent (used for the regeneration of the air on board of submarines) was dropped in the rear luggage compartment by the luggage handlers so that the bleaching agent was set free and incinerated, the fire spread rapidly through the whole aircraft and it burnt out completely, no casualties; t/t 5,867 hours and 3,655 cycles; soc 26sep72

72 pax configuration; see c/n 09070
rgd 02dec67
Ulyanovsk Advanced Flying Training College; soc 23jan82 as life-time expired; seen as an instructional airframe in the SVO technical school aug89; not seen since, so probably broken up there

6	35	01	03	CCCP-65606(1) CCCP-65606(1) CCCP-65606(1) CCCP-65607(1)	Tu-134 Tu-134 Tu-134 Tu-134	AFL/International AFL/Moscow AFL/Moldova-KIV AFL/GosNII GA	toc trf trf toc	08sep67 08may68 30jun72 03apr71	rgd 23sep67; 72 pax configuration; f/n SXF 04jan68; see c/n 46300
6	35	01	04						wfu autumn 1983 when it reached 15.000 cycles; soc 27dec83 as life-time expired rgd 30may72, late rgd; dbr 17jul72 on a test flight to establish whether the Tu-134's electrical system can really operate 37 minutes after generator shut-down before switching to emergency power (as laid down in the flight manual), suffered dual engine flame-out on final approach as the crew forgot to switch on the fuel transfer pumps in time, ditched into the Klyazma reservoir near Moscow-Sheremet'yev, stayed afloat and was towed to the banks by a tug; declared a write-off and used as a rescue trainer; soc 27dec72; broken up around 2000 and taken to a local breakers yard; see c/n 48560
6	35	01	05	CCCP-65608(1) CCCP-65608(1)	Tu-134 Tu-134	AFL/Moscow Aeroflot/USHVLP	toc trf	01apr67 03nov67	72 pax configuration Ulyanovsk Advanced Flying Training College; f/n Trud 15nov67; rgd 20nov67; featured in the Soviet movie "Neveroyatnyye prikluyeniya italyantsev v Rossii" (The Unbelievable Adventures of Italians in Russia) shot in 1974, landing on a 'road' (in fact the ULY runway painted as a road) among cars; soc 23jul82 as life-time expired; scrapped on the territory of the ATB at ULV; see c/n 38040
7	35	02	01	CCCP-65609(1) CCCP-65609(1) CCCP-65609(1) CCCP-65609(1)	Tu-134 Tu-134 Tu-134 Tu-134	AFL/Moscow AFL/International AFL/Privolzhsk-KUF AFL/Privolzhsk-GOJ	toc trf trf trf	08jul67 08sep67 21nov72 1976	72 pax configuration; see c/n 46155 rgd 23sep67; f/n SXF 02oct67
				CCCP-65609(1)	Tu-134	Globus		16oct10	l/n GOJ 24nov79; canx 04jan83; soc 17jan83 as life-time expired; ferried to Mogilyov (Belorussia) and preserved as a cinema at a pioneer camp since 19apr83, seen may95/sep07; in Gorodskoy park in Mogilev Belarus since at least 2004 and in Aeroflot c/s until at least sep07
				---	Tu-134	Aeroflot	Mog	may19	registration under the wings only; seen in Gorodskoy park in Mogilev, Belarus (N53.888242 E30.327932) repainted port side with large 'Globus' titles (an advertising agency) and mainly all white colours starboard side; l/n 06apr18 as such and removed some time early 2019
7	35	02	02	CCCP-65610(1) CCCP-65610(1)	Tu-134 Tu-134	AFL/International Aeroflot/USHVLP	LBG trf	29may67 21dec72	preserved no at Magilev-Novo Pashkovo seen again 09may19, painted overall brown primer; repainted in full old Aeroflot c/s by 21aug21 but without registration on
7	35	02	03	"01" red	Tu-134	Soviet Air Force			with exhibition code '232'; toc 07aug67; rgd 30jul70, late rgd; 72 pax configuration; see c/n 40150 Ulyanovsk Advanced Flying Training College; soc 21aug84 as life-time expired; l/n ULV sep92/aug97, derelict; broken up
7	35	02	04	CCCP-65611(1) CCCP-65611(1)	Tu-134 Tu-134	AFL/International AFL/Northern	toc trf	22sep67 11sep73	military medevac Tu-134TS version prototype, but not confirmed !; no sightings and broken up, but location and date unknown
7	35	02	05	CCCP-65612(1) CCCP-65612(1) CCCP-65612(1)	Tu-134 Tu-134 Tu-134	AFL/International Soviet Gvt/AFL c/s AFL/Northern-LED	toc trf trf	18oct67 20nov67 06jul69	f/n WAW 02oct67; rgd 05oct67; 72 pax configuration; l/n SVO 01jun70; see c/n 3351903 soc 23nov83 as life-time expired
7	35	03	01	CCCP-65618(1) CCCP-65618(1)	Tu-134K Tu-134K	Soviet Gvt/AFL c/s Aeroflot/USHVLP	toc trf	21feb68 17jan70	72 pax configuration; see c/n 3352102 rgd 20nov67; opb 235 OAO at VKO; f/n TAS 01apr68 f/n LED 01aug70; soc 20may83 as life-time expired; scrapped at LED in 1991/1992
				CCCP-65618(1) CCCP-65618(1) CCCP-65618(1)	Tu-134K Tu-134K Tu-134K	AFL/VAU AFL/N.Kavkaz-ROV AFL/AGA	trf trf trf	19jan71 11jul75 09oct75	rgd 14mar68; opb 235 OAO at VKO; see c/n 12095 Ulyanovsk Advanced Flying Training College; f/n SVO 09mar70; was opb AFL/Leningrad-LED during the summer seasons Higher Aviation College; l/n VKO 27mar75
				CCCP-65618(1) CCCP-65618(1) CCCP-65614(1) CCCP-65614(1)	Tu-134K Tu-134K Tu-134 Tu-134	AFL/Ulyanovsk HFS Aviastar AFL/International AFL/Northern	trf ph. toc trf	21jun83 sprg.96 16jan68 31jan73	Akademiya Grazhdanskoi Aviatсии (Civil Aviation Academy at Ulyanovsk); photo on internet taken in 1978 at LED soc 22may87 as life-time expired; was preserved at a playground at Ulyanovsk, seen aug92 destroyed by arson in late 1997 or early 1998 and scrapped
7	35	03	02	EW-65614(1)	Tu-134	Aeroflot	ph.	07oct95	in 72 passenger configuration; rgd 15feb68; f/n CPH 21feb68; see c/n 4352207 opb Leningradskii OAO; soc 16jul84 as life-time expired; was preserved in the Minsk Technical Aviation College of Civil Aviation (MATUGA) at Minsk-Chizovka, seen sep93/aug95
7	35	03	03	CCCP-65615(1) CCCP-65615(1)	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Northern	toc trf	20mar69 16apr69	was preserved with this fake prefix (but still the faded Soviet flag on the fin) in the Minsk State Higher Aviation College (MGVAK) at Minsk-Chizovka, seen oct95/21aug19; scrapped in early sep19
7	35	03	04	CCCP-65616(1) CCCP-65616(1) CCCP-65616(1)	Tu-134K Tu-134K Tu-134K	Soviet Gvt/AFL c/s AFL/International AFL/Ukraine-HRK	toc trf trf	25mar68 30jan69 11oct73	f/n LHR 13jun69; trf 04mar82 and last flight 08apr82 (to Kryvy Rih); used a ground instructional airframe by the Kryvy Rih Aeronautical School (N47.934827 E33.321084); soc 23sep82 as life-time expired; seen at the school jul96/02aug18
8	35	03	05	CCCP-65617(1) CCCP-65617(1)	Tu-134 Tu-134	AFL/International AFL/Northern	toc trf	23apr68 21aug73	rgd 23apr68; opb 235 OAO at VKO, 72 pax configuration; see c/n 4352206 f/n VIE 24jul69; l/n FRA 02oct71
8	35	04	01	CCCP-65619(1) CCCP-65619(1) CCCP-65619(1) CCCP-65619(1)	Tu-134 Tu-134 Tu-134 Tu-134	Soviet Gvt/AFL c/s Aeroflot/USHVLP AFL/Moscow AFL/Moldova	toc trf trf trf	14jun68 23mar70 05may70 30jun72	l/n HRK 16dec80; soc 02dec85 as life-time expired; broken up at HRK 1989 f/n SVO 24may78; rgd 29may68; 72 pax configuration; l/n FRA 14oct72; see c/n 08068 l/n LED 26jan74; soc 19mar84 as life-time expired
8	35	04	02	CCCP-65620(1) CCCP-65620(1)	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Ukraine	toc trf	10jun68 07aug70	rgd 25jun68; opb 235 OAO at VKO; f/n SVO 31jul68; see c/n 31218 Ulyanovsk Advanced Flying Training College
8	35	04	03	CCCP-65613(1) CCCP-65613(1) CCCP-65613(1)	Tu-134 Tu-134 Tu-134	AFL/Moscow AFL/Moldova AFL/Northern	toc trf trf	12jul68 30jun72 03apr73	soc 20apr82 as life-time expired rgd 19jun68; opb 235 OAO at VKO; see c/n 35180 f/n AMS 21may72; soc 23nov83 as life-time expired
8	35	04	04	CCCP-65621(1) CCCP-65621(1)	Tu-134 Tu-134	AFL/Moscow AFL/Moldova	toc trf	18jul68 30jun72	rgd 15aug68; 72 pax configuration; see c/n 3352106 f/n late72
8	35	04	05	LZ-TUA	Tu-134	Balkan	d/d	22sep68	trf 30mar82 to the Kryvy Rih Aeronautical School and used as ground instructional airframe (N47.934827 E33.321084); soc 23sep82 as life-time expired; seen jul96/may02; broken up in 2004
8	35	05	01	LZ-TUB	Tu-134	Balkan	d/d	sep68	rgd 15aug68; 72 pax configuration; f/n VKO 22apr69; see c/n 48320 soc 25oct82 as life-time expired
8	35	05	02	DM-SCA	Tu-134	Interflug	rgd	29jul68	first export aircraft; initially with TABSO style blue cheatline; f/n LHR 11nov68; wfu SOF 1985; l/n SOF sep90/jun99 as such; scrapped in 1999, tail to Burgas museum, l/n 03sep10
8	35	05	03	DM-SCB DDR-SCB	Tu-134 Tu-134	Interflug Interflug	rgd rgd	29jul68 19sep81	initially with TABSO style blue cheatline; f/n AMS 23dec68; seen LHR 20aug77; w/o 16mar78, 10 minutes after take-off on a flight from Sofia to Warsaw; the crew had informed ATC of a problem and were cleared to return for an emergency landing, but lost control at an altitude of 4,900 metres and the aircraft entered a spin, crashing in an open field located near the village of Gabare, killing all 73 occupants were killed
8	35	05	04	CCCP-65622(1) CCCP-65622(1)	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Ukraine-KBP	toc trf	02dec68 21dec71	damaged on hard landing Dresden 30oct72, flew back to the Soviet Union for possible repair, which was subsequently not undertaken and probably broken up in ARZ-407 at Minsk
8	35	05	05	CCCP-65623(1) CCCP-65623(1)	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Moldova	toc trf	10dec68 01apr72	f/n HEL 13jan76 f/n AMS 20sep85; dbr in a hard landing; wfu 18nov85 with t/t 19,966 and 12,873 cycles; sat wfu at SXF; transported by road to Oschersleben 17oct88; was preserved as a café at Oschersleben, l/n jun03; dismantled sep04 and transported by road to Magdeburg 13oct04; preserved at Magdeburg airport (N52.077218 E11.621120) since, l/n jun24
8	35	06	01	CCCP-65624	Tu-134A	Tupolev OKB	f/f	22apr69	rgd 14jan69; opb 235 OAO at VKO; f/n FRA 25sep71; see c/n 60495 soc 19dec84 as life-time expired; seen DOK (N48.068635 E37.755453) may98, wfu, possibly used as a rescue trainer; l/n jul12; no longer visible on GE
				CCCP-65624 CCCP-65624	Tu-134A Tu-134A-3	MAP LII Zhukovski MAP LII Zhukovski	rgd	09mar77	rgd 14jan69; opb 235 OAO at VKO; f/n VKO 07jul70; see c/n 49985 f/n VKO 02oct72; soc 16nov84 as life-time expired
8	35	06	02	SP-LGA CCCP-65933	Tu-134 Tu-134	LOT MAP Experiment.MSZ	mfd rgd	nov68 23may83	prototype Tu-134A (short fuselage modified with 2.1 m plug to the centre fuselage during construction); ferried Kharkov to Zhukovski 23may69; c/n given in old Soviet and Russian register as 5350601 with version as such; f/n LBG 25may69, in Aeroflot c/s with exhibition number '827' converted in 1981 to, see next line
8	35	06	03	CCCP-65933 SP-LGB	Tu-134 Tu-134	Myasishchev EMZ LOT	ZIA rgd	03sep93 23nov68	prototype Tu-134A-3; in Aeroflot c/s; seen ZIA 15aug92, wfu; l/n ZIA 24aug95; trf to EMERCOM of Russia training ground at Noginsk, Moscow Region (N55.916476 E38.479444), as a rescue trainer; seen may08/may08, still in full Aeroflot c/s; l/n jun17/may24, in all-white c/s with a blue cheatline, no titles
8	35	06	04	HA-LBA	Tu-134	MALÉV	d/d	22dec68	rgd 05nov68; named 'Ignacy Paderewski'; canx 29jul82
8	35	06	05	HA-LBC	Tu-134	MALÉV	d/d	28dec68	old Soviet register and Russian register both give c/n as 7350602; photos, shows it retained the short fuselage without thrust reversers and just 'Tu-134' by the cockpit; initially in basic LOT c/s; repainted in full Aeroflot c/s, no titles; l/n ZIA 04sep93; canx but date unknown
9	35	07	01	YU-AHH CCCP-65672 CCCP-65672	Tu-134 Tu-134 Tu-134	Aviogenex AFL/Moldova AFL/Privolzhsk-GOJ	mfd toc toc	06jan69 14may71 15jul71	named 'Wladyslaw Reymont'; overshot runway Warsaw 23jan80, hit a dyke, caught fire and was burnt out, canx 12apr80
9	35	07	02	DM-SCD	Tu-134	Interflug	rgd	03jan69	rgd 15jan69; named 'LbAladár' (a Hungarian given name, but not worn); CofA 15jan69; l/n LHR 05aug69; overran wet runway on landing Istanbul 19nov69, came to a halt in a ditch, fuselage and landing gear damaged, not repairable and broken up; nose section returned to Ferihegy for training
8	35	07	03	CCCP-65625	Tu-134	MAP Perm Motors	trf	25feb83	CofA 07jan69; named 'LbCecil' (a Hungarian given name, but not worn); the right gear collapsed on landing at Amsterdam 07oct69, repaired; crashed 21sep77 at Urziceni, 38.7km from Bucharest when the crew failed to hold the cleared altitude of 600 metres and continued descending
9	35	07	04	CCCP-65626	Tu-134A	AFL/GosNII GA	mfd	1970	glass nose; d/d jan69; named 'Beograd'; seen LGW 19oct69 and 13jun70; returned to Soviet Union apr71
				CCCP-65626 RA-65626	Tu-134A Tu-134A	MAP EMZ Myasishch. SHVT	trf MUC	23aug86 jan93	rgd 27jan72; f/n ROV 12apr72; l/n GOJ 15jul78; wfu 15sep82 with t/t 15,000 cycles; soc 22nov82 as life-time expired; trf to Cheboksary for use as an instructional airframe; l/n CSY 29jul92; broken up seen LHR 18feb73 and 05sep73; crashed in a field 300 metres short of Leipzig 01sep75 and was burnt out d/d 22may69; toc 22may69; rgd 17jun69; f/n FRA 03sep72; l/n DOK 10mar78; soc 24nov82 and canx 10dec82 as to the MAP
					Tu-134				rgd 27oct83; in Aeroflot c/s; canx 14nov88; used as a fire-trainer at PEE, seen 23aug95/16aug99, derelict and later broken up
					Tu-134A				second Tu-134A prototype; (short fuselage modified with 2.1 m plug to the centre fuselage during construction); version given in Soviet register; f/n 1970; toc mar74; rgd 24dec74; in Aeroflot c/s and titles; soc and canx 12sep86
					Tu-134A				rgd 21oct86; in Aeroflot c/s and titles; l/n DME 16apr92
					Tu-134A				Shkola Vozdushnovo Transporta (Air Transport School) at Zhukovski; in Aeroflot c/s, no titles; l/n ALA 22apr93

	RA-65626	Tu-134A	IRS Aero	trf	28dec94	still in Aeroflot c/s, no titles; /n VKO 12may96; sold to Vaynakhavia in 1997, mentioned in an incident report as such; damaged during an air raid at Grozny-Severny 23sep99 by two Russian AF Su-25Ts that destroyed Chechen AF An-2 '099' by missile attack; not repaired
9 35 07 05	YU-AHI CCCP-65673	Tu-134 Tu-134	Aviogenex AFL/Privolzhsk-GOJ	d/d toc	23jul69 11feb72	glass nose; named 'Zagreb'; seen LGW 12oct69; returned Soviet Union apr71 rgd 16mar72; f/n LED 30sep72; /n MMK 15aug78; soc 18jan82 as life-time expired; flown to Kiev for use as ground instructional airframe but it was rejected as they wanted a Tu-134A; a three- metre fuselage section of a Tu-134 with a small plate attached and marked '07-05' was seen in the Kiev Institute of Civil Aviation in 2002; /n 29jul17
9 35 08 01	HA-LBD	Tu-134	MALÉV	d/d	28mar69	third aircraft delivered, CoFA issued 19jan69 at Kharkov; could have been HA-LBB but no evidence available; named 'LbDénés' (a Hungarian given name, but not worn); hit the ground in fog near Kiev on 16sep71 after two unsuccessful approaches, power was supplied by batteries for already 31 minutes due to generator failure, disintegrated on impact
9 35 08 02	HA-LBE	Tu-134	MALÉV	mfd	21mar69	d/d 04apr69; named 'LbElemér' (a Hungarian given name, but not worn); converted from 72 to 68 seats in the spring of 1983; last passenger flight 18dec87 BUD-WAW-BUD and afterwards a farewell flight lasting 1hr 20mins; t/t 24,167 hours; stored Ferihegy and handed over to MALEV's Educational Centre aug88; handed over to transport museum aug91 and preserved Ferihegy (later Ferenc Liszt) Airport museum (N47.426711 E19.260471); the museum was renamed Aeropark in nov14; /n may24
9 35 08 03	CCCP-65627 CCCP-65627 SP-LGC CCCP-65923	Tu-134 Tu-134 Tu-134 Tu-134	AFL/International AFL/N.Kavkaz-ROV LOT MAP Arsenyev APO	toc trf rgd rgd	21apr69 11sep73 29apr69 27jul83	rgd 06jun69; f/n CPH 20aug69 soc 23nov83 as life-time expired named 'Maria Skłodowska-Curie'; canx 29jul82
9 35 08 05	SP-LGD CCCP-65922	Tu-134 Tu-134	LOT MAP Omsk Motors	rgd	26may69 03mar83	in Aeroflot c/s; f/n DME 24apr89; canx but date unknown; stored at the factory airfield at Arsenyev, awaiting the opening of the Far Eastern Aviation Museum, seen dec07/aug11; preserved in the Eastern Aviation Museum (N44.150393, E133.267012) which officially opened 10sep21; /n sep22
9 35 08 06	SP-LGE CCCP-65924	Tu-134 Tu-134	LOT MAP Kom-na-Amu APO	mfd rgd	27may69 14apr83	named 'Ludwik Zamenhoff'; canx 29jul82 seen Omsk 07sep89/12jun94, preserved in Aeroflot c/s; canx but date unknown
9 35 08 07	LZ-TUC	Tu-134	Balkan	d/d	jun69	rgd 30may69; named 'Ignacy Domekcyo'; canx 29jul82 canx 05apr96
9 35 08 08	LZ-TUD	Tu-134	Balkan	d/d	jun69	f/n LGW 23jun69; wfu SOF 1985; /n 16aug03; moved to a military facility on the outskirts of Razgrad (N43.518118 E26.501546) and used for anti-terrorist training, f/n 2007, /n 14aug24 f/n LGW 29jun69; wfu SOF 1985; preserved in the town of Pordim, (N43.376271 E24.847195) complete with engines, having arrived from Dolna Mitropolia on two special transporter trucks 01jun89; was in use as a cafe for several years; seen aug02, in fading c/s; repainted in 2007; /n 14aug24
9 35 08 09	CCCP-65628 CCCP-65628 CCCP-65628	Tu-134 Tu-134 Tu-134	Soviet Gvt/AFL c/s Aeroflot/USHVLP AFL/Moldova	toc trf trf	21jul69 06apr72 06jun72	rgd 15aug69; opb 235 OAO at VKO; f/n SXF 16feb70 Ulyanovsk Advanced Flying Training College soc 18aug83 as life-time expired
9 35 08 10	CCCP-65629 CCCP-65629	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Ukraine	toc trf	24jul69 23nov71	rgd 15aug69; opb 235 OAO at VKO; f/n SVO 20jun70 seen FRA 01jun74; soc 23nov83 as life-time expired
9 35 09 01	CCCP-65630 CCCP-65630	Tu-134 Tu-134	AFL/Moscow AFL/Moldova	toc trf	06aug69 30jun72	rgd 25aug69; f/n VKO 06apr72 soc 22nov82 as life-time expired; was preserved at ul. Korzhenevskogo in Minsk-Kurasovshchina and initially used as children's café 'Ikar' (Icarus) and later as a shooting saloon, /n 1987; scrapped after an arson attack (in June 1994 according to Belarussian reports)
9 35 09 02	CCCP-65631 CCCP-65631	Tu-134 Tu-134	AFL/International AFL/N.Kavkaz-ROV	toc trf	14aug69 10aug73	f/n ARN 19aug69; rgd 27aug69 canx mar84; soc 17apr84 as life-time expired; was preserved in a park at Grozny, but relocated to the airfield again at some time; probably damaged in an air raid by the Russian Air Force on Grozny Severny 24nov94 and finally destroyed during the subsequent subsequent air raids between then and 01dec94; rgd 07oct69; f/n MUC 20jun70; soc 20dec82 as life-time expired; see c/n 62315
9 35 09 03	CCCP-65632(1)	Tu-134	AFL/Ukraine-KBP	toc	25aug69	had East German Air Force serial '175' allocated
9 35 09 04	DM-SCE DM-SCE DDR-SCE	Tu-134K Tu-134K Tu-134K	EGAF/Interflug c/s Interflug Interflug	rgd trf rgd	31oct69 06dec73 13apr81	canx 05may85; scrapped SXF jun86
9 35 09 05	DM-SCF DM-SCF DDR-SCF	Tu-134K Tu-134K Tu-134K	EGAF/Interflug c/s Interflug Interflug	rgd trf rgd	31oct69 29mar74 20jul81	had East German Air Force serial '183' allocated; /n CGN 21feb74 f/n LUJ jun76; /n SXF 30apr80
9 35 09 06	DM-SCH DDR-SCH	Tu-134 Tu-134	Interflug Interflug	rgd rgd	14aug69 16apr81	canx 05jun86; seen preserved at LEJ (N51.416692 E12.218005) mar90/jul13; broken up 05aug13 seen CPH 06sep71; /n HEL 21jun79
9 35 09 07	CCCP-65633	Tu-134	AFL/Ukraine-KBP	toc	25oct69	seen SXF 22may82; wfu 03dec83; canx 24jan84; became a ground instrcutional airframe at SXF; transported by road and preserved at Luftfahrthistorische Sammlung Finowfurt (N52.834377 E13.677399), f/n oct97, seen may10 in half LOT, half Interflug c/s for a film production; /n jun11/jul17 as such; seen Finow 15sep18 in full Interflug c/s, without registration; /n jul24
9 35 09 08	CCCP-65634	Tu-134	AFL/Northern-LED	toc	10oct69	rgd 25nov69; f/n KBP 15may70; based at HRK since aug80; /n TJM 12aug81; soc 23nov83 as life-time expired
9 35 09 09	CCCP-65635 CCCP-65635	Tu-134 Tu-134	AFL/Ukraine-KBP AFL/Ukraine-HRK	toc trf	06nov69 1977	rgd 19nov69; f/n LHR 24oct69; /n LED 01sep81; soc 18oct83 as life-time expired; last flight 22aug85 (to MMK); was preserved at Murmansk since aug85, f/n jul90, /n jun97; no longer there by spring 1998, broken up
9 35 09 10	CCCP-65636	Tu-134	AFL/Northern-LED	toc	12nov69	rgd 01dec69; f/n MUC 13jun70
9 35 09 11	CCCP-65637	Tu-134	AFL/Northern	toc	09dec69	canx 20jan84 as life-time expired; /n HRK 30aug93, derelict and later broken up
9 35 09 12	DM-SCG DM-SCG DDR-SCG	Tu-134K Tu-134K Tu-134K	EGAF/Interflug c/s Interflug Interflug	rgd trf rgd	19nov69 10jan74 08jul81	rgd 04dec69; f/n SXF 14feb70; trf 18jan83 to the Minsk Technical School; soc 18oct83 as worn out; seen MHP sep93/late97, derelict and later broken up
9 35 09 13	177 DM-SCZ	Tu-134K Tu-134K	East German AF no titles	d/d SXF	dec69 dec75	rgd 29dec69; f/n LHR 20feb70; trf 11jan83 to the Omsk Technical School; soc 20sep86 as worn out; possibly the Tu-134 visible on a GE image dated jul02 and again in pieces by may04
	DM-SCZ DDR-SCZ	Tu-134K Tu-134K	Interflug Interflug	rgd rgd	01dec75 02apr81	d/d 29dec69; had East German Air Force serial 178 allocated f/n LHR 29may74; /n SXF 30apr80
9 35 09 14	LZ-TUE	Tu-134	Balkan	d/d	dec69	canx 06aug85, used as anti-terrorist trainer before being broken up at Erfurt 1985 f/n SXF 15jan70; used call-sign DM-VBB; reg cancelled 14nov75
9 35 09 15	CCCP-65638 CCCP-65638	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Moldova	toc trf	10jan70 21feb72	in basic East German AF colours; was to be exported to South Yemen, but the deal fell through; /n SXF 18feb76
9 35 09 16	YL-AED CCCP-65669	Tu-134K Tu-134K	Iraqi Airways Soviet AF/AFL c/s	GVA rgd	27may71 29dec73	f/n CPH 01jun76; seen HEL 21oct78 canx 23apr86; moved to Dresden apr86; was preserved at Bernsdorf before sold in 2000; transported by road to Merseburg jun01; preserved in Luftfahrt und Technik Museumspark at Merseburg, f/n dec03, /n 21oct21 in very dirty, poor condition with the tail detached; transported to Nowa Wies very close to Wlodek-Kruszyn airport; f/n 15oct22, assembled and in good condition; /n may24
	CCCP-65669 RA-65669	Tu-134K Tu-134K	MAP Perm Motors MAP Perm Motors	rgd SVO	11jul91 30aug93	f/n LGW 17jan70; wfu VAR 1985; repainted in all-white c/s with various cartoons adorned on the fuselage and tail; preserved as such in a playground near Varna from 1994, /n jul02; scrapped in the summer of 2006
9 35 09 17	CCCP-65639	Tu-134	AFL/Northern-LED	toc	02mar70	rgd 12feb70; opb 235 OAO at VKO; f/n AER 14may70 /n ROV 27may76; soc 16nov84 as life-time expired c/n not confirmed; sighting at GVA is doubtful
0 35 09 18	LZ-TUF	Tu-134	Balkan	d/d	mar70	c/n confirmed, with mfd given as feb70 in Soviet register; other registrations in the 6566x block were registered in 1971; f/n HEL 19jul72, see rgd; initially opb Soviet AF (8th ADON, Chkalovskaya AB); later reportedly transferred to MRP/LNPO Leninetz and converted to SL-134K test-bed for Phazotron N-019 radar for MiG-29; if this is true, later reconverted back to a standard Tu-134; canx 14apr82, same date as CCCP-65670, but probably only a paper canx
0 35 09 19	CCCP-65640 CCCP-65640 CCCP-65640	Tu-134 Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Privolzhsk-KUF AFL/Privolzhsk-GOJ	mfd trf trf	06apr70 23feb73 unknown	f/n SVO 14aug92; in Aeroflot c/s and titles; /n SVO may93 in Aeroflot c/s and titles; soc 18mar98 as life-time expired; canx 09jun98; seen PEE 16aug99, as such; seen wfu PEE (N57.911911 E56.010569), aug01, RA- prefix faded and CCCP- prefix bleeding through; /n jun16/apr22
0 35 09 20	CCCP-65641 CCCP-65641	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV	trf toc	08may70 25oct72	f/n AMS 01apr70; rgd 16apr70; had to make a forced landing at Simferopol 21may76 after problems with the left engine during take-off; hijacked to Helsinki 10jul77 on a flight from Petrozavodsk to Leningrad, no casualties; /n KBP aug82; soc 28jun83 as life-time expired; transported to Vitebsk in 1983; was preserved at Moskovski prospekt near the Vitebsk Technological Institute of the Light Industry (VTILP) and used as the childrens' cinema "Polyot" (Flight) in 1983/88; the cinema was closed in 1988 due to non-compliance with fire safety standards; damaged by arson in 1992 and subsequently scrapped
0 35 09 21	YU-AHS CCCP-65963	Tu-134 Tu-134	Aviogenex AFL/Privolzhsk	mfd toc	24apr70 01jul72	f/n LGW 25mar70; wfu SOF 1985; moved in the mid 90s to the 'Air Sofia' Golf Club, Ihitiman near Sofia (N42.436911 E23.810511), the aircraft has been stripped internally and forms part of a new building which has been built around it with the exception of the rear end, minus the engines which protrude outside; details of the aircraft are on a small board on the wall; f/n aug02; /n aug24
0 35 09 22	050 (1)	Tu-134K	Bulgarian AF	d/d	1970	f/n SVO 06apr70; toc 15apr70; rgd 27apr70; opb 235 OAO at VKO
	LZ-TUO	Tu-134K	Balkan	trf	1978	/n 11aug79; soc 19mar83 as life-time expired rgd 26may70; opb 235 OAO at VKO; f/n SXF 14jun71
0 35 09 23	HA-LBF	Tu-134	MALÉV	mfd	30apr70	soc 19jul85 as life-time expired; /n ROV jul92/may96, derelict; broken up the sole Tu-134 sans suffixe with a radar nose (with a "Grozha" M-134 radar); d/d 30apr70; named 'Skopje' after the capital of Macedonia; f/n AMS 14jun70; /n DUS 09aug71; returned to the Soviet Union in 1972 rgd 15aug72; opb 148 LO Gorkovskogo OAO; f/n AER jun75; possibly the Tu-134 which was leased to the KamaZ truck factory around 1974/75; seen NBC 29may76; soc 23sep82 as life-time expired; used as a fire trainer at Gorki-Strigino until 1994; broken up before aug95
						f/n Peenemüde (East German AFB) 12oct70 on VIP flight for military exercise 'Waffenbrüderschaft 70'; /n PRG jun77, red cheatline; see c/n 1351303
						f/n ZRH 19oct78; wfu SOF 1989; used as ground instructional airframe by the Balkan training centre, carried additional 'Aviotsentar TsUTNT' titles; photo dec06 outside houses at Silistra (N44.121134 E27.275959); /n sep12/aug24
						CoFA 30apr70 issued at Kharkov factory; d/d 06may70; compensation for loss of HA-LBA; named 'LbFerenc' (a Hungarian given name, but not worn); first passenger flight 08may70 BUD-FRA-BUD; last service 14apr88 BUD-DUS-BUD; the right hand side was painted in may88 as CSA 'OK-CFF' for a movie; last flight 19may88 to Szolnok for Air Force museum (N47.131111 E20.221497) and preserved there; seen oct04/sep22 in an ever deteriorating condition; still visible on GE image feb24

0 35 09 24	HA-LBG	Tu-134K	MALÉV/VIP flight	mfd	19may70	d/d 30jul70; CoFA 19sep70; named 'LbGéza' (a Hungarian given name, but not worn); first MALÉV service 29oct70 to Moscow; with VIP interior 01sep72 and transferred to the Ministry of Internal Affairs painted at Prague; VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; photo HEL 25jan74 CoFA issued 05oct74; repainted in full MALÉV 07may75; last flight 11mar88 BUD-BRU-BUD; used by rescue teams for training purposes; stored near Ferihegy ATC tower since 04may88 with 'training' titles but without registration; partly burnt by during fire-fighting exercises; scrapped BUD 09sep04; engines remain in Budapest Airport Museum and fuselage at fire station, l/n aug06 d/d 05aug70; CoFA 18sep70; named 'LbHelén' (a Hungarian given name, but not worn); first MALÉV service 29oct70 to Warsaw; with VIP interior 01sep72 and transferred to the Ministry of Internal Affairs painted at Prague; VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03may74 f/n LHR 09feb75; repainted in full MALÉV 19jul75; last passenger flight 18mar88 BUD-VIE-BUD; last flight 18jul88 to Manching (Germany); trucked to Sinshheim; preserved at Auto & Technik Museum Sinshheim (N49.238926 E8.8987419) since 1989, l/n nov23 rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72 involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74; soc 16nov84 as life-time expired
	HA-924	Tu-134K	Hungarian Gvt		feb73	
	HA-LBG	Tu-134K	MALÉV	r/r	05oct74	
0 35 09 25	HA-LBH	Tu-134K	MALÉV/VIP flight	mfd	27may70	d/d 05aug70; CoFA 18sep70; named 'LbHelén' (a Hungarian given name, but not worn); first MALÉV service 29oct70 to Warsaw; with VIP interior 01sep72 and transferred to the Ministry of Internal Affairs painted at Prague; VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03may74 f/n LHR 09feb75; repainted in full MALÉV 19jul75; last passenger flight 18mar88 BUD-VIE-BUD; last flight 18jul88 to Manching (Germany); trucked to Sinshheim; preserved at Auto & Technik Museum Sinshheim (N49.238926 E8.8987419) since 1989, l/n nov23 rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72 involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74; soc 16nov84 as life-time expired
	HA-925	Tu-134K	Hungarian Gvt		feb73	
	HA-LBH	Tu-134K	MALÉV	r/r	05oct74	
0 35 09 26	CCCP-65642	Tu-134	AFL/Northern-LED	toc	07jul70	d/d 30jul70; CoFA 19sep70; named 'LbGéza' (a Hungarian given name, but not worn); first MALÉV service 29oct70 to Moscow; with VIP interior 01sep72 and transferred to the Ministry of Internal Affairs painted at Prague; VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; photo HEL 25jan74 CoFA issued 05oct74; repainted in full MALÉV 07may75; last flight 11mar88 BUD-BRU-BUD; used by rescue teams for training purposes; stored near Ferihegy ATC tower since 04may88 with 'training' titles but without registration; partly burnt by during fire-fighting exercises; scrapped BUD 09sep04; engines remain in Budapest Airport Museum and fuselage at fire station, l/n aug06 d/d 05aug70; CoFA 18sep70; named 'LbHelén' (a Hungarian given name, but not worn); first MALÉV service 29oct70 to Warsaw; with VIP interior 01sep72 and transferred to the Ministry of Internal Affairs painted at Prague; VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03may74 f/n LHR 09feb75; repainted in full MALÉV 19jul75; last passenger flight 18mar88 BUD-VIE-BUD; last flight 18jul88 to Manching (Germany); trucked to Sinshheim; preserved at Auto & Technik Museum Sinshheim (N49.238926 E8.8987419) since 1989, l/n nov23 rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72 involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74; soc 16nov84 as life-time expired
	CCCP-65643	Tu-134	AFL/Northern-LED	toc	22jul70	
0 35 09 28	CCCP-65644	Tu-134	Soviet Gvt/AFL c/s	toc	18aug70	d/d 30jul70; CoFA 19sep70; named 'LbGéza' (a Hungarian given name, but not worn); first MALÉV service 29oct70 to Moscow; with VIP interior 01sep72 and transferred to the Ministry of Internal Affairs painted at Prague; VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; photo HEL 25jan74 CoFA issued 05oct74; repainted in full MALÉV 07may75; last flight 11mar88 BUD-BRU-BUD; used by rescue teams for training purposes; stored near Ferihegy ATC tower since 04may88 with 'training' titles but without registration; partly burnt by during fire-fighting exercises; scrapped BUD 09sep04; engines remain in Budapest Airport Museum and fuselage at fire station, l/n aug06 d/d 05aug70; CoFA 18sep70; named 'LbHelén' (a Hungarian given name, but not worn); first MALÉV service 29oct70 to Warsaw; with VIP interior 01sep72 and transferred to the Ministry of Internal Affairs painted at Prague; VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03may74 f/n LHR 09feb75; repainted in full MALÉV 19jul75; last passenger flight 18mar88 BUD-VIE-BUD; last flight 18jul88 to Manching (Germany); trucked to Sinshheim; preserved at Auto & Technik Museum Sinshheim (N49.238926 E8.8987419) since 1989, l/n nov23 rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72 involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74; soc 16nov84 as life-time expired
	CCCP-65644	Tu-134	AFL/N.Kavkaz-ROV	trf	05jan73	

Production of the 'lengthened' Tu-134A from 1970 until 1974

9 35 10 01	CCCP-65646	Tu-134A	AFL/Moscow	toc	24mar70	f/n dec70; rgd 12jul71; the first 'lengthened' Tu-134A, 81st aircraft built; seen SXF jun71 Ulyanovsk Advanced Flying Training College; soc 21sep83 as life-time expired opb Vnuukovskoye PO; f/n VKO 03jun71 rgd only 01oct71; opb 269 LO Kishinyovskogo OAO; dbr 17may73 on landing at VKO when the landing gear collapsed and the aircraft came to rest on its belly; soc 24dec74 f/n VKO 30jun70; rgd 12jul71 Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College; soc 21aug84 as life-time expired; was preserved in the Museum of Civil Aviation at Ulyanovsk, f/n sep92, l/n aug93; broken up in 2002 at the museum because of its poor condition and replaced by CCP-65748 toc 22aug70; rgd 30sep71; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail dbr in crash-landing at Tyumen-Roshchino 31may79 when a tyre on the port main gear blew due to overheating after the fourth consecutive take-off, causing a hydraulics fire, total time 12,295 hours and 7,789 cycles; soc 30jul79 rgd 30sep71; f/n VKO 06apr71 and to Riga aviation institute; soc 15dec81 as life-time expired; seen RSC 28aug93 as instructional airframe, still present 22aug96 and broken up by sep97 toc 23nov70; rgd 09dec70; f/n SVO 02jun71; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; photo exists later GOJ based l/n LED 17may91 l/n KUF 16sep97; seen stored Gyumri, Armenia, apr01/nov01; still visible on GE image 07aug02, but gone before aug06 toc 18nov70; rgd 01dec70; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n CPH 12dec70 soc 03jun96 as life-time expired; canx 05jun96; seen TJM jul00/aug04, derelict; still present jun06 ? rgd 30dec70; f/n LED 26mar72; seen HEL 11nov78 in non-standard c/s on lower fuselage, wings and engine nacelles unpainted; l/n KRR 15dec83; soc 16nov84 as life-time expired toc 18nov70; rgd 30dec70; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n LED 30jun72; soc and canx 04jul84 as to the MAP rgd 19apr86; f/n in Aeroflot c/s OVB 21apr93 with a closed nose (special radar) seen DME 25aug97 again with a glass nose; l/n DME 22aug99 l/n VKO 08jul00 l/n MHP 28aug03; canx 23jan03, soc 30jan03; still owned by the SibNIA institute; seen without titles MHP 28aug07; l/n MHP 12may08, bare metal l/n MHP 03mar12/07may16, stored; canx before apr16 rgd 30dec70; f/n LED 26mar72; soc 16jul84 as life-time expired; used as ground instructional airframe by the Riga aviation institute (RKIIGA), seen RSC aug93/aug96; broken up by sep97 rgd 23nov70; c/n as such in MGA document, but Soviet register gives c/n as starting with a '9'; f/n VIE 1971; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; later repainted; soc 22dec83 as life-time expired; seen wfu Kharkov-North 14jul93, and preserved there 12sep99 in Aeroflot c/s, in poor condition with a very faded serial with only a "5" visible seen freshly painted and preserved at Kharkov-North (N50.025180 E36.265138) with this fake registration and titles; l/n sep12; see c/n 63520 rgd 23dec70; f/n VIE 1971; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; last reported over Krasnodar, Ukraine, 11aug79 in the accident report of CCCP-65735/CCCP-65816, crossed the flight path of CCCP-65816 with a one-minute interval; soc 24jan84 as life-time expired toc 04dec70; rgd 21dec70; f/n AMM 05aug72; dbr 17jun83 when hit storm turbulence near Gali, Abkhazia whilst en route from Lvov to Yerevan; landed safely but written off on account of permanent structural deformation caused by excessive G loads (+3.05/-0.65), t/t 17,870 hours and 11,029 cycles; soc 10jul84; airframe used in 1986 for fire tests at Yerevan-Zvartnots airport during the investigation of the crash of Tu-134AK CCCP-65120 (see below) which had been caused by an in-flight fire in the aft equipment bay; wreck seen by a lake near Hrazdan, Armenia, 02oct94 rgd 21dec70; f/n BEY 08jan72; soc 31dec86 for laboratory research Ulyanovsk Advanced Flying Training College; rgd 19jan71; soc 29jun82 as life-time expired rgd 01feb71; opb 235 OAO at VKO; f/n early72 soc 18oct84 as life-time expired toc 13jan71; rgd 01feb71; opb 235 OAO at VKO; f/n CPH 03mar71 f/n DME 07may95 as Tu-134A-3; l/n SVX 23aug95; soc 03jun95 as life-time expired; canx 05jun96 toc 22feb71; rgd 02apr71; f/n UFA 1971; soc 20dec82 as life-time expired; ferried to Kuibyshev-Kurumoch for fire-brigade training; left engine nacelle subsequently removed and fitted to Tu-134AK CCCP-65045 to replace a unit damaged by an engine fire; seen KUF apr93/aug04 on the fire dump rgd 17jun71; c/n starts with a 0 according to the Soviet register and MGA document; opb 235 OAO at VKO; f/n LHR 19apr72; damaged on the ground at GOJ 08feb76 when a vehicle hit the left wing flap; repaired Ulyanovsk Advanced Flying Training College; trf 04may88 to the technical school at Minsk-Chizovka; soc and canx 26sep89 as worn out; f/n sep93, l/n jul95 in the technical school at Minsk-Chizovka (N53.842725 E27.660605) with fake prefix, no flag on fin; l/n jun24, old titles and flag visible again believed to be Tu-134AK prototype; f/n PRG 13sep72; rgd only 29dec73; l/n Spenberg 02jan79; opb 5 ae 10 obkon at Chkalovski until dec81 and then by 2 ae 354 apou 8 adon at Chkalovski until 1982; last overhaul completed 14aug87; opb 36 osap at Chita-Cheryomushki by 1989; w/o 28jul89 on a flight from Ulan-Ude-Vostochny to Ulan-Ude-Mukhino when entered a layer of fog on final approach, but the decision to go around was taken too late so that the aircraft dropped below the glide slope, touched down with 2.65 g 300 metres short of the runway threshold and 32 metres to the right of its extended centreline, broke up, caught fire, came to rest upside-down after 590 metres and burnt out, all 6 crew escaped with minor injuries; t/t 4,776 hours; canx 14apr82 (the same date as CCCP-65669), but that was probably just a 'paper' cancellation rgd 17jun71; opb 235 OAO; was equipped with a "Tatra" HF-communications suite for a while; f/n LHR 09apr72 Ulyanovsk Advanced Flying Training College; soc 02aug89 as life-time expired; canx 08aug89; l/n ULV aug97/aug99, wfu; broken up before 2005 rgd 23jun71; opb 235 OAO; was equipped with a "Tatra" HF-communications suite for a while; f/n ARN 02apr73 last reported as CCCP- in an incident report at KGF 24jan87 seen ROV 13may96 in Aeroflot c/s, no titles; soc 01jul97 as life-time expired; canx 15oct97 the first Tu-134A with radar nose; named 'Beograd'; f/n LGW 01may71; the first aircraft modified in late 1975 with type III (large) rear emergency exits; seen STN 30nov86 as Tu-134A-3; returned to Soviet Union 24dec90 CCCP-93930 OB-1489 Tu-134A-3 MAP Kharkov APO Tu-134A-3 Aero Tumi rgd d/d 01feb91 sep92 rgd 25feb93; reported returned from lease jun93
	CCCP-65646	Tu-134A	AFL/Moldova	trf	29sep71	
	CCCP-65646	Tu-134A	Aeroflot/USHVLP	trf	04mar76	
0 35 10 02	CCCP-65647	Tu-134A	AFL/Moscow	trf	25apr70	f/n dec70; rgd 12jul71; the first 'lengthened' Tu-134A, 81st aircraft built; seen SXF jun71 Ulyanovsk Advanced Flying Training College; soc 21sep83 as life-time expired opb Vnuukovskoye PO; f/n VKO 03jun71 rgd only 01oct71; opb 269 LO Kishinyovskogo OAO; dbr 17may73 on landing at VKO when the landing gear collapsed and the aircraft came to rest on its belly; soc 24dec74 f/n VKO 30jun70; rgd 12jul71 Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College; soc 21aug84 as life-time expired; was preserved in the Museum of Civil Aviation at Ulyanovsk, f/n sep92, l/n aug93; broken up in 2002 at the museum because of its poor condition and replaced by CCP-65748 toc 22aug70; rgd 30sep71; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail dbr in crash-landing at Tyumen-Roshchino 31may79 when a tyre on the port main gear blew due to overheating after the fourth consecutive take-off, causing a hydraulics fire, total time 12,295 hours and 7,789 cycles; soc 30jul79 rgd 30sep71; f/n VKO 06apr71 and to Riga aviation institute; soc 15dec81 as life-time expired; seen RSC 28aug93 as instructional airframe, still present 22aug96 and broken up by sep97 toc 23nov70; rgd 09dec70; f/n SVO 02jun71; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; photo exists later GOJ based l/n LED 17may91 l/n KUF 16sep97; seen stored Gyumri, Armenia, apr01/nov01; still visible on GE image 07aug02, but gone before aug06 toc 18nov70; rgd 01dec70; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n CPH 12dec70 soc 03jun96 as life-time expired; canx 05jun96; seen TJM jul00/aug04, derelict; still present jun06 ? rgd 30dec70; f/n LED 26mar72; seen HEL 11nov78 in non-standard c/s on lower fuselage, wings and engine nacelles unpainted; l/n KRR 15dec83; soc 16nov84 as life-time expired toc 18nov70; rgd 30dec70; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n LED 30jun72; soc and canx 04jul84 as to the MAP rgd 19apr86; 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	CCCP-65647	Tu-134A	AFL/Moldova	trf	26aug71	
0 35 10 03	CCCP-65648	Tu-134A	AFL/Moscow	toc	07may70	f/n dec70; rgd 12jul71; the first 'lengthened' Tu-134A, 81st aircraft built; seen SXF jun71 Ulyanovsk Advanced Flying Training College; soc 21sep83 as life-time expired opb Vnuukovskoye PO; f/n VKO 03jun71 rgd only 01oct71; opb 269 LO Kishinyovskogo OAO; dbr 17may73 on landing at VKO when the landing gear collapsed and the aircraft came to rest on its belly; soc 24dec74 f/n VKO 30jun70; rgd 12jul71 Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College; soc 21aug84 as life-time expired; was preserved in the Museum of Civil Aviation at Ulyanovsk, f/n sep92, l/n aug93; broken up in 2002 at the museum because of its poor condition and replaced by CCP-65748 toc 22aug70; rgd 30sep71; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail dbr in crash-landing at Tyumen-Roshchino 31may79 when a tyre on the port main gear blew due to overheating after the fourth consecutive take-off, causing a hydraulics fire, total time 12,295 hours and 7,789 cycles; 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soc 29jun82 as life-time expired rgd 01feb71; opb 235 OAO at VKO; f/n early72 soc 18oct84 as life-time expired toc 13jan71; rgd 01feb71; opb 235 OAO at VKO; f/n CPH 03mar71 f/n DME 07may95 as Tu-134A-3; l/n SVX 23aug95; soc 03jun95 as life-time expired; canx 05jun96 toc 22feb71; rgd 02apr71; f/n UFA 1971; soc 20dec82 as life-time expired; ferried to Kuibyshev-Kurumoch for fire-brigade training; left engine nacelle subsequently removed and fitted to Tu-134AK CCCP-65045 to replace a unit damaged by an engine fire; seen KUF apr93/aug04 on the fire dump rgd 17jun71; c/n starts with a 0 according to the Soviet register and MGA document; opb 235 OAO at VKO; f/n LHR 19apr72; damaged on the ground at GOJ 08feb76 when a vehicle hit the left wing flap; repaired Ulyanovsk Advanced Flying Training College; trf 04may88 to the technical school at Minsk-Chizovka; soc and canx 26sep89 as worn out; f/n sep93, l/n jul95 in the technical school at Minsk-Chizovka (N53.842725 E27.660605) with fake prefix, no flag on fin; l/n jun24, old titles and flag visible again believed to be Tu-134AK prototype; f/n PRG 13sep72; rgd only 29dec73; l/n Spenberg 02jan79; opb 5 ae 10 obkon at Chkalovski until dec81 and then by 2 ae 354 apou 8 adon at Chkalovski until 1982; last overhaul completed 14aug87; opb 36 osap at Chita-Cheryomushki by 1989; w/o 28jul89 on a flight from Ulan-Ude-Vostochny to Ulan-Ude-Mukhino when entered a layer of fog on final approach, but the decision to go around was taken too late so that the aircraft dropped below the glide slope, touched down with 2.65 g 300 metres short of the runway threshold and 32 metres to the right of its extended centreline, broke up, caught fire, came to rest upside-down after 590 metres and burnt out, all 6 crew escaped with minor injuries; t/t 4,776 hours; canx 14apr82 (the same date as CCCP-65669), but that was probably just a 'paper' cancellation rgd 17jun71; opb 235 OAO; was equipped with a "Tatra" HF-communications suite for a while; f/n LHR 09apr72 Ulyanovsk Advanced Flying Training College; soc 02aug89 as life-time expired; canx 08aug89; l/n ULV aug97/aug99, wfu; broken up before 2005 rgd 23jun71; opb 235 OAO; was equipped with a "Tatra" HF-communications suite for a while; f/n ARN 02apr73 last reported as CCCP- in an incident report at KGF 24jan87 seen ROV 13may96 in Aeroflot c/s, no titles; soc 01jul97 as life-time expired; canx 15oct97 the first Tu-134A with radar nose; named 'Beograd'; f/n LGW 01may71; the first aircraft modified in late 1975 with type III (large) rear emergency exits; seen STN 30nov86 as Tu-134A-3; returned to Soviet Union 24dec90 CCCP-93930 OB-1489 Tu-134A-3 MAP Kharkov APO Tu-134A-3 Aero Tumi rgd d/d 01feb91 sep92 rgd 25feb93; reported returned from lease jun93
	CCCP-65648	Tu-134A	Aeroflot/USHVLP	trf	11feb72	
	CCCP-65648	Tu-134A	AFL/Tyumen	trf	29mar72	
	CCCP-65648	Tu-134A	Aeroflot/USHVLP	trf	14dec74	
0 35 10 04	CCCP-65649	Tu-134A	AFL/Moscow	mfd	18aug70	f/n dec70; rgd 12jul71; the first 'lengthened' Tu-134A, 81st aircraft built; seen SXF jun71 Ulyanovsk Advanced Flying Training College; soc 21sep83 as life-time expired opb Vnuukovskoye PO; f/n VKO 03jun71 rgd only 01oct71; opb 269 LO Kishinyovskogo OAO; dbr 17may73 on landing at VKO when the landing gear collapsed and the aircraft came to rest on its belly; soc 24dec74 f/n VKO 30jun70; rgd 12jul71 Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College; soc 21aug84 as life-time expired; was preserved in the Museum of Civil Aviation at Ulyanovsk, f/n sep92, l/n aug93; broken up in 2002 at the museum because of its poor condition and replaced by CCP-65748 toc 22aug70; rgd 30sep71; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail dbr in crash-landing at Tyumen-Roshchino 31may79 when a tyre

		OB-1489 no reg	Tu-134A-3 Tu-134A-3	Imperial Air no titles	LIM LIM	15jan94 04feb97	named 'Inca Roca'; reported wfu 14may94; CodR expiry 25sep94 stored (S12.038292 W77.104134), l/n sep97/nov09; canx 18feb00; derelict by 2005, engines and doors missing, thick layer of dirt; no longer visible on GE image dated 03mar11, broken up ?
1 35 12 04		YU-AHY	Tu-134A	Aviogenex	d/d	15apr71	named 'Zagreb'; f/n LGW 15may71; modified in late 1975/early 1976 with type III (large) rear emergency exits; seen MAN jul85 as Tu-134A-3 f/n IST 20mar88; l/n FRA 08jul89 returned to Soviet Union 28dec90
		TC-ALV YU-AHY 93926 RA-93926 YU-AHZ YU-AJA	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A	Nesu Air Aviogenex MAP Arsenyev APO MAP Arsenyev APO Aviogenex Aviogenex	d/d ret rgd VKO d/d mfd	mar88 nov89 20mar91 05jul93 22apr71 17apr71	f/n VKO 16may93; in basic ex Aviogenex c/s with Aeroflot titles and 'AHY' on the nose wheel door in basic ex Aviogenex c/s with Aeroflot titles and 'AHY' on the nose wheel door; canx 04jun03 named 'Skopje'; f/n AMS 02may71; crashed near Rjeka 23may71 d/d 29apr71; f/n LGW 10jul71; named 'Titograd'; modified in late 1975/early 1976 with type III (large) rear emergency exits; seen DUS 05oct86 as Tu-134A-3; l/n HAJ apr87 reportedly carried the 'transition' registration TC-AJA for some time, but no proof; f/n HAJ 13aug88 still wearing 'Nesu Air' titles; l/n ATH 09aug89 f/n EMA 01oct89; returned to Soviet Union 28dec90 white fuselage/blue cheatline and red undersides with 'Aeroflot' titles, type painted as 'Tu-134A'; f/n VKO 08jul92; canx 14mar96
1 35 12 07		CCCC-65667 CCCC-65667 RA-65667	Tu-134A Tu-134A-3 Tu-134A-3	MAP Tupolev OKB MAP LII Zhukovski LII Zhukovski Arkhangelsk AI	mfd rgd VKO trf	27apr71 17sep74 16aug92 03mar93	d/d 15may71; equipped with a "Gроза" weather radar; in revised 'blue' Aeroflot c/s (specific to the Tu- 134A) with blue fin and engines; f/n PRG 23may71; carried the Paris Air Show exhibition number '828', f/n as such LBG 31may71 and l/n as such SCW 13feb73; seen LBG 29/31may73 with the Paris Air Show exhibition number '453', still with blue fin and engines
		CCCC-65667 CCCC-65667 RA-65667	Tu-134A Tu-134A-3 Tu-134A-3	MAP LII Zhukovski LII Zhukovski Tupolev-Aerotrans	rgd VKO trf	17sep74 16aug92 03mar93	leased from ANTK im. Tupoleva; initially still in full Aeroflot c/s including titles; f/n VKO 21mar93; l/n as such VKO 18aug93; received 'Arkhangelsk Airlines' titles; f/n as such SVO 16may95 to the Russian Federation; in basic 'blue' Aeroflot c/s, no titles; f/n ZIA 23aug97; l/n flying ZIA 19aug99; l/n complete ZIA 19sep99; the engines were removed by 23sep99; t/t 9,492 hours and 6,036 cycles by 01jul00; sat wfu at ZIA, seen aug01/aug03; scrapped at Zhukovski in 2004; still current on register 01aug23
1 35 12 08		CCCC-65671 CCCC-65671 CCCC-65671 RA-65671 RA-65671 RA-65671	Tu-134AK Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	KGB/Border Guards Soviet Gvt/AFL c/s AFL/Privolzhsk-UFA Aeroflot Aeroflot c/s, n/t Bashkirian AI	mfd trf trf DME UFA trf	13may71 14nov73 19dec73 15may93 12jun94 30jun94	with glass nose; in Aeroflot c/s; rgd 23jun71 opb 235 OAO at VKO f/n SVO 17feb75
1 35 12 09		LZ-TUK	Tu-134A	Bul Gvt/Balkan c/s	d/d	early71	f/n DME 07may95; l/n UFA 18aug99, wfu but still in fleet list 31dec00; canx 09nov01; soc 18oct02 as life- time expired f/n CPH 19jun71; one of the very few Tu-134A "Salons" built as such (with VIP interior but no rear entry door!), possibly due to an error in processing the order; converted to standard Tu-134A before transfer to Balkan; l/n LHR 20nov72
1 35 12 10		LZ-TUK CCCC-65664 CCCC-65664 EW-65664 HA-LBI	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Balkan AFL/Azerbaijan AFL/Belarus-MSQ Belavia MALÉV	SXF toc trf MSQ mfd	feb74 02jul71 27may82 10jul94 08jun71	seen LHR dec86; wfu SOF 1989, scrapped 1998/99 rgd 27jul71; f/n VKO 04oct72 l/n MSQ 07sep93 seen MSQ sep94, in basic ex Aeroflot c/s with Belavia titles, wfu; l/n MSQ 12may96, broken up rgd 18jun71; d/d 19jun71; named 'Lbilona' (a Hungarian given name, but not worn); first service 30jun71 BUD-SXF-ARN-SXF-BUD; converted to Tu-134A-3 mar84, last service 15nov94; grounded 18nov94 because of the accident of HA-LBK and wfu 10dec94; canx 03apr96; used for spares and broken up Ferihegy 06feb97/14feb97
1 35 13 02		HA-LBK	Tu-134A	MALÉV	mfd	17jun71	d/d and rgd 26jun71; first service 30jun71 BUD-CPH-ARN-CPH-BUD; named 'LbKároly' (a Hungarian given name, but not worn); converted to Tu-134A-3 29nov84; on 18nov94 the gear failed to deploy until the crew cut a hole in the floor with the on-board axe to force the gear; landed safely, was grounded and not flown again; wfu 10dec94 and stored for spares; canx 03apr96; broken up Ferihegy 24feb97/04mar97
1 35 13 03		LZ-TUP 050 (2) LZ-TUP LZ D 050 LZ-TUP LZ-ACS DM-SCK DM-SCK DDR-SCK	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Bul AF/Balkan c/s Bulgarian AF Bul AF/Balkan c/s Bulgarian AF Hemus Air Transair EGAF/Interflug c/s Interflug Interflug	d/d SXF SXF FFD PRG SOF mfd trf rgd	1971 06dec78 08sep80 21jul95 07sep97 05jul02 22jun71 nov75 01jul81	f/n SOF jul71; l/n CGN 24nov75 see c/n 0350922 l/n SOF 17apr95 in basic Balkan c/s with Bulgarian Air Force titles; l/n SOF 11feb97 l/n SOF 26apr01 operational l/n SOF 10feb04; bought by a film studio to make movies about hijacking airplanes; scrapped in 2004 rgd 30jul71; l/n CGN 15jan74 l/n VIE 23jun80 f/n HEL 17apr87; wfu 09sep90; canx 29sep90; last flight 30sep90 (to Augsburg); was preserved at Augsburg; moved to Hermeskeil in spring 1994 and preserved at Flugaussstellung Junior (N49.686045 E6.9625261), f/n mar95, l/n 04jun23
1 35 13 05		D-AOBB DM-SCL 182 DM-SCL DDR-SCL	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Interflug EGAF/Interflug c/s East German AF Interflug Interflug	res rgd Max trf rgd	1990 30jul71 14jan76 12may77 08may81	not taken up seen ARN 25sep73; l/n CGN 25apr74 used call-sign DM-VBD until jul76 initially in ex East German Air Force c/s with Interflug titles and small tail logo; repainted in full Interflug c/s; l/n LGW 12jul80 f/n LGW 02jan82; withdrawn from service 09sep89; canx 29jan90; last flight 29jan90 (to Lahr); preserved at the 'Hydro Gerätebau' headquarters at Biberach (N48.334426 E8.0345259) in white c/s with blue trim and 'Hydro' titles, l/n nov10/23jun21
1 35 13 06		CCCC-65668	Tu-134A	AFL/Armenia-EVN	toc	04aug71	rgd 01oct71; had a radio operator, which regular Tu-134As did not have; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n HEL 18aug72; w/o 30jun73 on the leg from Amman to Beirut of a flight from Amman to Moscow when overran the runway at Amman after an aborted take-off during a partial solar eclipse, the piloting check-pilot had the impression that the speed dropped due to failure of one engine (although both engines were working normally) and aborted the take-off at a speed of 265 km/h (although V1 was 252 km/h), the aircraft overran the runway, came down the slope of a ravine, collided with trees and eventually with a one-storey concrete building 290 metres behind the runway threshold and broke into three parts, 2 of the 7 crew and 7 persons in the building killed while all 78 passengers escaped unhurt or with minor injuries; the accident investigation commission did not rule out that the partial solar eclipse could have influenced the perceptions of the pilot; t/t 2,822 hours; soc and canx 31oct73
1 35 13 07		CCCC-65727(1) CCCC-65727(1)	Tu-134A Tu-134A	AFL/Azerbaijan AFL/Moldova-KIV	mfd trf	31jul71 15jun82	rgd 24aug71; on charge as of 01oct71; f/n DME 23oct72 converted to Tu-134A-3, date unknown; damaged 28aug87 at Yerevan-Zvartnots; soc 27dec87 as life-time expired; was preserved as a café in a park at Murom; damaged by arson probably in the 1990s; remains dumped at Murom North, seen aug03/oct06; see c/n 64820
1 35 13 08		CCCC-65728(1)	Tu-134A	AFL/Moldova	toc	13aug71	rgd 31aug71; f/n VKO 04oct72; soc 19mar84 as life-time expired; see c/n 49858
1 35 13 09		CCCC-65729(1) CCCC-65729(1) CCCC-65729(1) CCCC-65729(1)	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Privolzhsk-GOJ AFL/Latvia AFL/GosNII GA	mfd trf trf trf	23aug71 15feb82 21may82	rgd 27aug71; rgd 15sep71; l/n LED 30sep72; toc 27aug71; rgd 15sep71; l/n LED 30sep72;
1 35 13 10		CCCC-65730 CCCC-65730 CCCC-65730 CCCC-65730 EY-65730	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Latvia-RSC AFL/Tajikistan-LBD Hemus Air Aeroflot Tajik Air	mfd trf BOJ SVX MHP	31aug71 31jun80 01jul90 20apr93 10jul94	reportedly wfu in 1982; transferred to Riga Institute of Civil Aviation Engineers (RIIGA) for fatigue tests; soc 22oct87 having been used for research; see c/n 63961 toc 03sep71; l/n RIX 16sep71; rgd 24sep71
1 35 14 01		4L-65730 CCCC-65731 EK-65731	Tu-134A-3 Tu-134A Tu-134A-3	privately owned AFL/Armenia-EVN Armenian Airlines	TBS toc VKO	05sep03 12sep71 03sep93	seen in ARZ-407 18aug97 and 22apr98 with 'Tochikiston' titles, ever delivered ?; in fleet list 30sep00 as canx in basic white c/s, no titles rgd 01oct71; opb Leninakanskaya OAE Yerevanskogo OAO; f/n BEY 07apr73; reported to be an A-3 at EVN mar93; l/n VKO 27apr93
1 35 14 02		CCCC-65732 CCCC-65732 CCCC-65095(2)	Tu-134A Tu-134A Tu-134A	AFL/Latvia AFL/Moldova Aeroflot	toc trf MSQ	25sep71 03jul80 07sep93	in basic Aeroflot c/s, no titles; l/n active VKO 31aug94, still with prefix; seen Gyumri jun97, wfu; l/n nov01, without prefix; still visible on GE image 07aug02, but gone before aug06 rgd 22oct71; f/n VKO 02oct72 c/n 18mar85 as life-time expired c/n checked as '1402' this date; derelict and without wings; photo shows it does not have the small galley window behind the front door on the starboard side, consistent with a batch 14 aircraft, but would have been present on the original CCCP-65095 (batch 44); presumably painted as such and used as a training aircraft following the demise of CCCP-65095 a Belarus directorate (Minsk based) aircraft in a fire accident at ARZ-407 in early 1984; l/n 12may96, in the process of being broken up; see c/n 60256
1 35 14 03		CCCC-65733(1) CCCC-65733(1)	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV	toc trf	22oct71 11jun73	rgd 10nov71; opb 235 OAO at VKO; f/n CPH 02dec71; see c/n 64425 and 64450 soc 18mar85 as life-time expired; seen ROV jul92/may96, scrapped
1 35 14 04		CCCC-65734	Tu-134AK	Soviet Gvt/AFL c/s	mfd	14sep71	toc 05nov71; opb 235 OAO at VKO; rgd 26nov71; f/n FRA 23jun73
1 35 14 05		CCCC-65734 CCCC-65735	Tu-134AK Tu-134AK	AFL/N.Kavkaz-ROV Soviet Gvt/AFL c/s	trf mfd	03dec73 05nov71	soc 18jan85 as life-time expired toc 12nov71; opb 235 OAO at VKO; rgd 26nov71; f/n CPH 02dec71; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail
		CCCC-65735	Tu-134AK	AFL/Belarus-MHP	trf	24oct73	opb 104 LO; w/o 11aug79 on the leg from Donetsk to Minsk of a flight from Tashkent to Minsk when collided in clouds at a height of 8,400 metres near Dneprodzerzhinsk (at N48°33'35" E34°40'33") with Tu- 134A CCCP-65816 due to ATC error and crashed between Kurilovka, Nikolayevka and Yelizavetovka in the Petrikovka district of the Dnepropetrovsk region, all 7 crew and 77 passengers (among them the famous Tashkent "Pakhtakor" football team) killed; t/t 10,753 hours 26 minutes and 7,075 cycles; soc 17sep79 rgd 23nov71; wfu 20may88; canx 05jan89; returned to Minsk and tested to destruction
1 35 14 06		OK-AFA	Tu-134A	CSA	d/d	21nov71	d/d 16dec71
1 35 14 07		1407 OK-AFD	Tu-134AK Tu-134AK	Czechoslovak AF Czechoslovak AF	mfd rgd	08dec71 05feb80	this registration was used several times for flights to the West; seen SXF 18apr80; no canx date given on register
		1407	Tu-134AK	Czechoslovak AF	ret	oct81	seen Prague-Kbelly 30apr82; repainted in white/light grey c/s with white/red/blue cheatline, no titles; f/n as such FFD 1989
		1407	Tu-134AK	Czech Air Force	trf	01jan93	last flight 26nov96; ferried to Minsk for overhaul 18nov97

	EW-65861(2)	Tu-134AK	TechAviaService	SIP	25apr98	operated for Lukoil; in basic 'blue' Aeroflot with 'TechAviaService' titles on the lower fuselage, 'Lukoil' titles on the engines and the stylised logo of an 'A' on the fin; l/n CDG 27oct98; see c/n 28269
	RA-65861(2)	Tu-134AK	Kolavia	lsd	10jun99	in full c/s; f/n DME 15aug99; rgd 10sep99 to KUGIIPZh of Kogalym; new CoFR issued 02oct03; in oct06 fleet list as a Tu-134A-3; l/n active DME 01dec06; CoFA expired 08dec06; t/t 12,992 hours and 9,413 cycles; canx between aug10 and mar16; sat wfu at KGP, seen without engines but otherwise still complete 30jan12; scrapped at KGP starting 07feb12
1 35 14 08	OK-BYR LZ-TUV	Tu-134AK Tu-134A-3	CS-Gvt (LSFMV) Balkan	mfd d/d	07dec71 sep83	rgd 17jan72; d/d 19jan72; Leteck+ sprava federalniho ministerstva vnitra; wfu 26sep83; canx 13oct83 seen ORY 29nov86; t/t 15,947 hours 10,749 cycles at 01aug92; wfu and stored SOF since 1998; slowly broken up 2003-2005
1 35 14 09	OK-BYQ LZ-TUU RA-65939 RA-65939 RA-65939	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	CS-Gvt (LSFMV) Balkan Ashab Air VTS Trans Chernomor Avia	mfd d/d LHR ZIA rgd	28dec71 sep83 02apr95 19sep99 23may01	Leteck+ sprava federalniho ministerstva vnitra; d/d 17jan72; rgd same date; wfu 26sep83; canx 13oct83 seen LHR 25dec85; t/t 16,042 hours, 10,777 cycles by 01aug92; l/n SOF 26jun93; wfu 1994 in Aeroflot c/s, no titles; CoFR renewal 07jul97; also reported for Gromov Air l/n DXB nov99 in Aeroflot c/s, no titles; f/n VKO 15aug01; soc 21nov05 as life-time expired; seen AER 12jun07, dumped near the threshold of runway 20; seen again 18sep09 near the, by then to built, VIP terminal at the South side and VTS Trans titles readable again; and seen displayed (N43.44182 E39.947881) jan13/aug20 in poor condition
1 35 14 10	OK-AFB	Tu-134A	CSA	rgd	05jan72	d/d 09jan72; damaged in hard landing Prague-Ruzyně 11oct88 and withdrawn from service; last flight to Piestany and preserved t/t 21,793 hours and 20,131 cycles (not counting the flight to PZY); canx 09jun89; preserved as 'Air Snack-Bar Gerner' at PZY, f/n nov03; offered for sale 14jul11 on the internet; l/n 14may13 wings and tail removed for move to Dubnica nad Vahom-Slavnica; seen Dubnica nad Vahom-Slavnica (N48.998042 E18.188693) 22jul13 repainted in original CSA c/s, but no titles on fuselage and again 28jul13 with titles; l/n sep24
2 35 15 01	CCCP-65736 CCCP-65736 ER-65736 ER-65736	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Azerbaijan AFL/Moldova-KIV Kolkol Airlines	mfd trf rgd LOS	12feb72 11nov82 23mar94 dec96	toc 27feb72; rgd 04apr72 f/n AER 21sep87 in basic Air Moldova c/s; f/n KIV 20sep94, no titles; l/n KIV 19dec94, with titles; but the lease fell through titles and operator not reported; canx 26mar98
1 35 15 02	CCCP-65676 CCCP-65676 EW-65676	Tu-134AK Tu-134AK Tu-134AK	Soviet AF/AFL c/s AFL/Belarus-MSQ Belavia	mfd trf FRA	25apr72 05jul78 08jun94	rgd 06feb73, late rgd; f/n PRG 17dec73; l/n SXF 11apr77 05sep78; f/n Sperenberg 20sep80; still CCCP- 15may93; canx but date unknown l/n SVO 03jul94; reported for Gomelavia
1 35 15 03	EW-65676 OK-BYS	Tu-134AK Tu-134A	Gomelavia CS-Gvt (LSFMV)	GME mfd	06aug06 14feb72	wfu; wings and gear removed, to be used as a cafe d/d 07mar72; rgd same date; Leteck+ Sprava Federalne Ministerstvy Vnitra; seen LHR 28may77 and 12aug78 operating CSA flights; wfu 26sep83; canx 13oct83
	LZ-TUZ	Tu-134A-3	Balkan	d/d	sep83	seen LHR 14jul84; t/t 17,07 hours, 11,700 cycles by 01aug92; wfu SOF f/n jan98; in Balkan c/s with additional titles on forward fuselage, only the 'Z' of the reg on the nose wheel door, used for anti-terrorist training and still intact (N42.698613 E23.418254); l/n oct24
2 35 15 04	OK-CFC	Tu-134A	CSA	d/d	05mar72	rgd 06mar72; f/n LHR 17sep72; l/n LGW 15jun86; wfu 15nov90; broken up at Prague, seen without tail 11jul92; canx 13dec92; the forward fuselage section without any markings apart from 'CSA' titles sat at Wädenswil railway station (near Zurich), seen apr98, but gone later
2 35 15 05	OK-CFD	Tu-134A	CSA	d/d	10mar72	rgd 14mar72; f/n LHR 11apr72; dbr during landing Prague 02jan77 after hitting Il-18 OK-NAA; photo showing wings and undercarriage torn away; canx 16may77
2 35 15 06	CCCP-65737(1)	Tu-134A	AFL/N.Kavkaz-VOG	toc	25mar72	rgd 19apr72; soc 17apr84 as life-time expired; seen in the Kirsanov technical School (N52.646391 E42.772966) aug99/mar22; see c/n 64195
2 35 15 07	CCCP-65738 RA-65738 RA-65738 RA-65738 65738	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134LL	AFL/Privolzhsk SibNIA Tyumen Airlines Alrosa-Avia SibNIA	mfd trf TJM trf OVB	mar72 20jul84 15aug99 02apr02 27nov07	toc 02apr72; rgd 14sep72; soc 04jul84 rgd 04may86; in Aeroflot c/s; f/n OVB 30jun92; l/n OVB 21apr93 lsf SibNIA; not in fleet list 27oct00; l/n VKO 01oct02 lsf SibNIA; in basic Aeroflot c/s with Cyrillic titles; photo exists; soc 09dec04
	65738	Tu-134A	SibNIA	IKT	sep08	avionics test-bed with a conus-shaped fairing (looking like a missile homing device) on the nose; in blue/white/blue c/s with very small 'SibNIA' titles, Russian Navy flags on engine nacelles; first reported Novosibirsk-Mochishche aug07; l/n OVB feb08
	65738	Tu-134LL	SibNIA	Ovy	29apr12	again with a standard nose; in the same c/s as above; l/n TOF 13sep11; converted in early 2012 to, see next line
2 35 15 08	YU-AJD	Tu-134A	Aviogenex	d/d	apr72	"Optik-E" remote sensing aircraft with equipment from Institut optiki atmosfery im. V.Ye. Zuyeva at Tomsk and Institut khimicheskoi kinetiki i goreniya at Novosibirsk; based at Novosibirsk-Yeltsovka; in the same c/s as above; l/n Novosibirsk-Yeltsovka jun15, stored; visible on Google Earth (N55.088875, E82.999183) sep16/sep22
	RA-93927	Tu-134A-3	KnAAPO	rgd	16sep92	named 'Skopje'; f/n AMS 22may72; modified in late 1975/early 1976 with type III (large) rear emergency exits; l/n FRA 01sep89; returned to the Soviet Union 24dec90
2 35 15 09	CCCP-65739	Tu-134A	AFL/N.Kavkaz-VOG	toc	09jun72	in basic Aeroflot c/s, no titles; f/n MHP 09sep93; l/n DME 12may95; soc and canx 25mar99 as life-time expired
2 35 15 10	CCCP-65740	Tu-134A	MAP LII Zhukovski	rgd	28aug72	rgd 10jul72; f/n MCX 22jun74; canx 1984; seen in the Kirsanov technical School (N52.646434 E42.772452) aug99/mar22
	RA-65740	Tu-134A	MAP LII Zhukovski	ZIA	24aug95	multi-purpose test vehicle; used for wake turbulence tests in summer 1980 and later for ecological research, but also as an UAV engine test-bed; in Aeroflot c/s; f/n ZIA mar91; l/n ZIA 03sep93
2 35 16 01	CCCP-65741 CCCP-65741 ER-65741 ER-65741 OK-CFE	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A	AFL/Latvia-RSC AFL/Moldova-KIV Kolkol Airlines Air Moldova, n/t	mfd trf rgd VVO d/d	28apr72 15may81 23mar94 16apr97 12may72	multi-purpose test vehicle; in Aeroflot c/s; seen ZIA 19aug01; canx but date unknown; sat wfu at ZIA, seen mar10/aug13; used as a trainer for the rescue services at ZIA, l/n 08nov19; reported broken up in 2022 by russianplanes.net
2 35 16 02	OK-CFE OK-9522	Tu-134A Tu-134A	CSA	d/d	dec90	rgd 23may72; f/n VKO 02oct72 lease fell through; f/n KIV 20sep94 in Air Moldova c/s, no titles canx 26mar98
	OK-CFE	Tu-134A	CSA		jul05	rgd 13may72; f/n LHR 23sep72; wfu jan90; canx 04jan90 registration applied for flight to Ancona 14dec90; preserved at Loreto Airport di Porto Recanati; l/n sep96; moved and preserved at the disco and restaurant "Michelangelo Da Vinci, Airplane's" some 11 km southwest of Rovigo along road 434 (N45.020275 E11.662802), together with DC-6 c/n 44251, f/n may98 painted as OK...
2 35 16 03	OK-CFF	Tu-134A	CSA	d/d	19may72	painted again as OK-CFE; the restaurant "Michelangelo Da Vinci, Airplane's" closed in 2014; l/n oct20/sep24 abandoned in a very dirty condition with graffiti
2 35 16 04	CCCP-65742	Tu-134A	AFL/N.Kavkaz-VOG	toc	02jun72	rgd same date; f/n LHR 18jun72; wfu 04jul87; canx 18aug89; part of the fuselage was used as a cabin trainer at PRG until 1991; scrapped
2 35 16 05	CCCP-65743	Tu-134A	AFL/Privolzhsk-UFA	toc	05jun72	rgd 10jul72; photo AER 1974 in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n DME early 1978; soc 27may85 as life-time expired; seen ZIA aug92/aug95 dumped
2 35 16 06	CCCP-65744	Tu-134A	AFL/North Kavkaz	toc	30jun72	rgd 20jun72; f/n DME late 1977; trf 23mar84 to the Kiev Institute of Civil Engineering and used as a ground instructional airframe, soc 21aug84 as life-time expired; seen sep92/aug02; c/n checked as 1605, falsely marked on a placard as a 'Tu-134' with correct production total for that version; preserved without titles in the Oleg Antonov State Aviation Museum at Kiev, (N50.406823 E30.460252), seen oct03/oct21
2 35 16 07	CCCP-65745	Tu-134A	AFL/Privolzhsk	mfd	1972	rgd 17aug72; f/n SXF 14apr81; soc 21aug84 as life-time expired; t/t 24,500 hours; tested to destruction by the SibNIA institute in 1987, building on the results of these tests the Tu-134A's design life was increased to 35,000 hours
						on charge as of 01jul72; rgd 15aug72; f/n DME early 1978; suffered structural damage during a hard landing at Erfurt; soc 17sep84 as life-time expired; donated or sold to East Germany, repaired, ferried to SXF jul85, dismantled, transported by road to Wartin (near Angermünde) and used as an anti-terrorist trainer at the MfS training centre; towed by 7 tractors over 4 km of fields and meadows to Grünz in summer 1992; was preserved in basic Aeroflot c/s with a German flag on the fin and without titles behind the "Deutsches Haus" restaurant at Grünz (N53.282601 E14.131041) from summer 1992; sold to Flugplatzmuseum Cottbus feb17, dismantled in spring/autumn 2017 and transported on flat-bed trailers from Grünz to Cottbus during the night 16/17oct17; preserved in Flugplatzmuseum Cottbus, seen 04jul21, still dismantled; seen 01oct21, with tail still detached; l/n may23/jun24 as such
2 35 16 08	CCCP-65746	Tu-134AK	AFL/Ukraine	mfd	31jul72	toc 02aug72; rgd 25aug72; VIP aircraft for the Government of the Ukrainian Soviet Republic from 1972 until 1984; f/n KBP 25sep75; trf to Aeroflot in 1984 after the Government of Ukraine received their new VIP aircraft CCCP-65556
	CCCP-65746 UR-65746 UR-65746	Tu-134AK Tu-134A-3 Tu-134A-3	AFL/Ukraine-HRK Avialini. Ukrayiny Air Kharkiv	trf VVO HRK	1984 15may95 apr99	f/n LED 04apr87; l/n HRK jun92 as Tu-134A-3 opb Avialiniyi Kharkova; l/n HRK 04may98
2 35 16 09	CCCP-65747(1)	Tu-134A	AFL/Azerbaijan		01oct72	Avialiniyi Kharkova; wfu without engines; canx 13aug08; l/n mar09
2 35 16 10	CCCP-65747(1) CCCP-65748 CCCP-65748	Tu-134A Tu-134AK Tu-134AK	AFL/North Kavkaz Soviet Gvt/AFL c/s Aeroflot/UshVLP	trf toc trf	14dec83 26sep72 04jul75	on charge as of; rgd 20oct72; f/n DME late 1977 soc 31dec86 as life-time expired rgd 20nov72; opb 235 OAO at VKO; f/n NIC 19apr74; l/n DUS 15mar75
2 35 17 01	CCCP-65749	Tu-134AK	Soviet Gvt/AFL c/s	toc	11oct72	Ulyanovsk Advanced Flying Training College; soc 22oct87 as life-time expired; stored at ULV, seen may93/aug99; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291558 E48.234038), seen aug01/aug24
2 35 17 02	CCCP-65749 CCCP-65950 CCCP-65950 RA-65950 RA-65950	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A	AFL/Tyumen Soviet Gvt/AFL c/s AFL/Tyumen Tyumen Airlines Tyumen Airlines	trf mfd trf DME mfd	12nov74 21nov72 23may75 17apr94 29jun96	rgd 30oct72; had the extra emergency door on the port rear fuselage; opb 235 OAO at VKO; f/n MUC 28jul73
2 35 17 03	CCCP-65951	Tu-134A	AFL/International		29sep72	soc 31dec86 as life-time expired; sat derelict at VOZ, l/n around 1990
	CCCP-65951 CCCP-65951	Tu-134A Tu-134A	AFL/Latvia AFL/N.Kavkaz-VOG	trf trf	30sep76 08may80	toc 11dec72; opb 235 OAO at VKO; rgd 04jan73; f/n HEL 03mar73 photo AER 1977, in revised Aeroflot c/s (specific to the Tu-134A) with blue tail f/n DME 25may94, in Aeroflot c/s and titles; l/n DME 21may96
2 35 17 04	CCCP-65952	Tu-134A	AFL/GosNII GA	toc	03may73	canx 17apr98; soc 20apr98 as life-time expired toc 05nov72; f/n AMS 23nov72; rgd 14dec72; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; l/n ARN 1975
						w/o 13jan90 on the leg from Tyumen to Ufa of a flight from Tyumen to Volgograd when a short circuit occurred below the floor of the cargo bay, starting a fire, the aircraft force-landed in a snow-covered field 3 km east of Pervouralsk (49 km from Sverdlovsk), turned over and broke up, 4 of the 6 crew and 23 of the 65 passengers killed; t/t 30,755 hours 30 minutes and 18,102 cycles; soc and canx 09oct90

2 35 17 05	CCCP-65952 CCCP-65675	Tu-134A Tu-134AK	AFL/Ukraine Soviet AF/AFL c/s	trf mfd	16jan74 28dec72	rgd 06feb74; f/n HEL 24aug74; soc 20sep86 as life-time expired; seen KBP 07sep92/19mar97, dumped rgd 29dec73; delivered to NII VVS at Chkalovski; damaged 14mar73 in an off-field landing, but repaired; f/n Spenberg 17may74; in Aeroflot c/s with additional thin red 'lightning-bolt' cheatline and 'wavy' Soviet flag; still as such ARN sep74; last reported as a VIP aircraft Spenberg 15feb78 on charge as of 01jan79; f/n VAR 27sep87; opb 104 LO 2-ogo Minskogo OAO; w/o 27feb88 on the leg from Tyumen to Surgut of a flight from Minsk to Surgut when approached in below-minima weather conditions (poor visibility) at night, the decision to go around was taken too late, the aircraft touched down very hard (with 4.6-4.8 g) on a snow-covered grass runway 113 metres left of the main runway, the landing gear and the right wing broke off, the aircraft came to rest upside down and caught fire, 3 of the 6 crew and 17 of the 45 passengers killed and all survivors injured; t/t 18,900 hours and 12,656 cycles; soc and canx 13may88 f/n ZRH 06jan73; rgd 16jan73
	CCCP-65675	Tu-134AK	AFL/Belarus-MSQ	rgd	30nov78	soc 28may87 as life-time expired; seen ROV 19jul92/19sep94 being broken up, finally scrapped 30jun97 toc 29dec72; opb 235 OAO at VKO; f/n LBG 06jan73; rgd 18jan73
2 35 17 06	CCCP-65953 CCCP-65953 CCCP-65953	Tu-134A Tu-134A Tu-134AK	AFL/International AFL/Tyumen-TJM AFL/N.Kavkaz-ROV	toc trf trf	22dec72 19jul76 24nov83	f/n SVO 16apr92 Tu-134A-3; l/n LED 07sep92
	CCCP-65954 CCCP-65954 CCCP-65954 RA-65954 RA-65954 RA-65954	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Moldova-KIV AFL/Komi Combi Airlines Aeroflot Komiavia AFL/International	mfd trf trf RJK PRG trf	01dec72 12mar76 20dec90 21nov92 03mar93 22feb94	
2 35 17 08	CCCP-65955	Tu-134A	AFL/International	mfd	29dec72	soc 09feb99 as life-time expired; canx 12feb99; broken up at Syktyvkar toc 15jan73; f/n ZRH 21jan73; rgd 30jan73; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; l/n ZRH may74
	CCCP-65955 RA-65955	Tu-134A Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot	trf ARH	13apr77 10jun94	with additional 'Arkhangelsk Airlines' badge; l/n LED 14jul94; soc 29may95 as life-time expired; canx 09jun95 rgd 01mar73; f/n VKO 23apr89 in Aeroflot c/s; l/n VKO 11sep92 in Aeroflot c/s carried 'Rossiya' titles; l/n VKO 22apr97 f/n STN 12jun98; Tu-134A-3 by aug03; l/n VKO 02nov13; canx before apr16 rgd 16jan73; wfu 14dec90, broken up PRG 1992, canx 03dec92 rgd 22jan73; f/n LHR 28apr73; l/n SVO 18may91; wfu 04jul91; canx 03dec92; became a restaurant near a reservoir at Brno-Bystrc, carried 'Starobmo' brewery advertising and 'Bombardér dobré nářady' titles on the left-hand side; partially destroyed by fire in late aug00 or early sep00 and scrapped soon after that toc 20apr73; opb 235 OAO at VKO; rgd 03may73; f/n mar75 still CCCP- 16jun93 l/n GME 30jun95; reported for Gomelavia; not in 1999 fleet list, fate unknown rgd 21may73; 'salon' aircraft; delivered to the MGA according to the Soviet register, but no reports in the West in the 1970s; f/n SVO 21jul73 f/n SZW 07jul77; l/n Spenberg 30sep80; opb 10 okbon and later 8 adon at CKL until 1981; CofA canx 14apr82, but for what reason ?; restored; l/n SVO 21sep93 in full Aeroflot c/s and titles; seen 12apr06 at Chita-Chememushki; featured in a tender held 18may07; trf to SVX in 2010; stored SVX by mar12; seen SVX aug12; l/n SVX oct18; seen preserved SVX aug19, on concrete blocks (N56.749640, E60.822637), still with Aeroflot titles still preserved (N56.749640, E60.822637) in basic ex Aeroflot c/s with this fake registration (military unit 77799 is located at SVX), with 'Ekaterinburg' titles on the port side '32 otsap' titles on the starboard side toc 12mar73; rgd 26mar73; f/f SYV 12mar73, first Syktyvkar-based Tu-134; f/n SVO 03aug90; l/n SVO 16aug92 l/n SCW jun/jul94, Aeroflot c/s and titles, engineless, wfu; soc 07jun99 as life-time expired; canx 05aug99; scrapped Syktyvkar toc 14mar73 rgd 02apr73 f/n DME 30aug88 l/n TBS may96/jun97 stored as Tu-134A-3; not canx from Soviet register, fate unknown rgd 27apr73; on charge as of 01jul73; f/n KBP 20aug75; soc 04jul84 rgd 18jul86; in full Aeroflot c/s including titles in full Aeroflot c/s including titles leased from SibNIA; in white c/s with blue cheatline (with thin black stripes above and below), with 'Tyumenskiye Avialinii' and 'Tyumen Airlines' titles; already f/n DME 07may95; not in fleet list 27oct00 leased from SibNIA; no titles; l/n VKO 05sep01 leased from SibNIA; l/n TJM 09jul04; not in fleet list 02nov04 leased from SibNIA; in white c/s with a thin blue stripe and light grey undersides, with titles; l/n operational SCW 22jul07; not in fleet list 15nov07; canx before aug10; sat wfu at Novosibirsk-Yeltsovka, seen may12/jun15; the cockpit section was cut off and is preserved in Muzei SSSR (USSR Museum) at Novosibirsk (N55.0847 E82.8928), seen 19may23/26jul24 opb 235 OAO at VKO; rgd 29may73; on charge as of 01jul73; f/n PRG 17feb74
2 35 18 01	OK-CFG OK-CFH	Tu-134A Tu-134A	CSA CSA	d/d d/d	15jan73 22jan73	seen DME 21mar93 in full Aeroflot c/s and titles; seen UFA 12jun94, in Aeroflot c/s without titles; f/n BTS 29dec95 in full c/s; l/n UFA 12aug01; soc 09jun04 as life-time expired; canx 21jun04; seen as an instructional airframe at the Ufa Aviation University military faculty (N54.578102 E55.898798) 23may15 (visible on GE by may07), without engines; l/n 19dec18; still visible on GE may23 f/n LHR 02jul73; named 'Pawel Strzelecki'; photo dec84 in all-white c/s with LOT titles and SVO 14jun90; no records in Poland of this ! wfu 07jun93; canx 09dec96 transported from WAW to the Polish Ministry of the Interior training site at Rembertów (a suburb of Warsaw, N52.242139 E21.147028) 18sep97; used for training of the GROM anti-terrorist group (Grupa reagowania operacyjno-mobilnego, Mobile Rapid Reaction Group, 'grom' is also Polish for 'thunder'); l/n 26jul17; still visible on GE apr20, but gone before mar24 named 'Jozef Bem'; seen LHR 14apr84 no records in Poland of this ! noted LHR aug88 wfu 18jun92; canx 09dec96, l/n WAW aug97 stored; left Warsaw 25oct99 for Kraków museum (N50.078350 E19.990851) and preserved there without engines, seen oct02/aug13 in very poor condition without registration and with graffiti; last seen 08sep17, registration still just visible on starboard side; l/n aug24 named 'Janusz Kusocinski'; seen LHR 02nov73 wfu 19mar93; canx 09dec96, removed WAW 10oct97 and to Warsaw Police force, Szczesliwici housing estate near Mszczonowska street, in Warsaw (N52.211341 E20.946922), l/n 20feb21, derelict; still visible on GE mar24 toc 25jul73; rgd 06aug73; opb 235 OAO at VKO; f/n LBG 30may75 opb mil. unit 15565; last reported as VIP aircraft Spenberg 13sep80 still in 223 LO fleet list 30mar95 reported for Flight Air Company; l/n IST 06nov97
	2 35 18 02	CCCP-65957 CCCP-65957 EW-65957	Tu-134AK Tu-134AK Tu-134AK	mfd trf SVO	06apr73 12apr76 22dec93	
2 35 18 03	CCCP-65965	Tu-134AK	Soviet AF/AFL c/s	trf	unknown	f/n ZRH 06jan73; rgd 16jan73
	RA-65965	Tu-134AK	Russian Air Force	Kln	2001	
3 35 18 04	'RF-77979'	Tu-134AK	Russian Air Force	SVX	aug21	f/n ZRH 06jan73; rgd 16jan73
	CCCP-65958	Tu-134A	AFL/Komi-SCW	mfd	22feb73	
3 35 18 05	RA-65958 RA-65958	Tu-134A Tu-134A	Aeroflot Komiavia	LED trf	18sep93 22feb94	f/n ZRH 06jan73; rgd 16jan73
	CCCP-65959 CCCP-65959 CCCP-65959	Tu-134A Tu-134A Tu-134A	AFL/Belarus AFL/Georgia-SUI AFL/Georgia-TBS	mfd trf trf	02mar73 25jun84 unknown	
3 35 18 06	CCCP-65960 CCCP-65960 RA-65960 RA-65960	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Privolzhsk MAP SibNIA SibNIA Tyumen Airlines	mfd trf OVB trf	26mar73 20jul84 21apr93 31aug95	f/n ZRH 06jan73; rgd 16jan73
	RA-65960 RA-65960 RA-65960	Tu-134A Tu-134A Tu-134A	Norilsk Avn Ent. KrasAir UTair	VKO VKO DME	09jul01 01feb03 22mar05	
3 35 18 07	CCCP-65961 CCCP-65961 RA-65961	Tu-134AK Tu-134AK Tu-134A-3	Soviet Gvt/AFL c/s AFL/Privolzhsk-UFA Bashkirian AI	mfd trf trf	15may73 03jun76 01jul92	f/n ZRH 06jan73; rgd 16jan73
	SP-LHA 104 SP-LHA SP-LHA	Tu-134A Tu-134A Tu-134A Tu-134A	LOT Polish Air Force LOT LOT c/s, n/t	rgd CGN ret WAW	29mar73 13mar86 unknown 07jul95	
3 35 18 09	SP-LHB 103 SP-LHB SP-LHB	Tu-134A Tu-134A Tu-134A Tu-134A	LOT Polish Air Force LOT LOT c/s, n/t	rgd Spr ret WAW	06apr73 15sep87 unknown 07jul95	f/n ZRH 06jan73; rgd 16jan73
	SP-LHC SP-LHC	Tu-134A Tu-134A	LOT LOT c/s, n/t	rgd WAW	10apr73 07jul95	
3 35 19 01	CCCP-65962 CCCP-65962 RA-65962 RA-65962 RA-65962 RA-65962	Tu-134AK Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s Aeroflot c/s, n/t Bakoji Air Aviaenergo	mfd trf rgd BUD MHP rgd	11mar73 15feb78 15jul92 05apr97 01nov99 26jun01	f/n ZRH 06jan73; rgd 16jan73
	CCCP-65966 CCCP-65966	Tu-134A Tu-134A	MAP LII Zhukovski	mfd	27jul73	
3 35 19 02	CCCP-65966 CCCP-65966	Tu-134A Tu-134A	AFL/GosNII GA MAP LII Zhukovski	trf trf	06jun76 07sep83	f/n ZRH 06jan73; rgd 16jan73
	RA-65966 RA-65966 RA-65966 RA-65966 RA-65966 RA-65966	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	MAP LII Zhukovski Touch & Go AI Moscow Airways Tatarstan Aeroflot c/s, n/t Aeroflot c/s, n/t	TLS LCA IKT VKO ZIA ZIA	02nov93 may94 06jul94 unknown 24aug95 19aug01	
3 35 19 03	DM-SCI DDR-SCI D-AOBA CCCP-65611(2) RA-65611(2) RA-65611(2) RA-65611(2) RA-65611(2) RA-65611(2) RA-65611(2) RA-65611(2) RA-65611(2)	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Interflug Interflug Interflug AFL/Komi-SCW Aeroflot Komiavia Harka Air Komiavia Komiavia c/s, n/t Kogalavia UTair UTair Express	mfd rgd rgd rgd SVO trf SCW ph. DME DME VKO GOJ	07may73 13apr81 03oct90 11jul91 17jul93 22feb94 13jul94 1998 14aug02 07apr03 25may05 sep10	f/n ZRH 06jan73; rgd 16jan73
	DM-SCM	Tu-134A	Interflug	rgd	18may73	
3 35 19 04	CCCP-65967 CCCP-65967 RA-65967 RA-65967	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Azerbaijan AFL/Northern-LED Aeroflot Pulkovo Avia	mfd trf ARN trf	31may73 05dec83 20feb93 22nov94	f/n ZRH 06jan73; rgd 16jan73
3 35 19 05						f/n ZRH 06jan73; rgd 16jan73
3 35 19 06						f/n ZRH 06jan73; rgd 16jan73
3 35 19 07						f/n ZRH 06jan73; rgd 16jan73
3 35 19 08						f/n ZRH 06jan73; rgd 16jan73
3 35 19 09						f/n ZRH 06jan73; rgd 16jan73
3 35 19 10						f/n ZRH 06jan73; rgd 16jan73
3 35 19 11						f/n ZRH 06jan73; rgd 16jan73
3 35 19 12						f/n ZRH 06jan73; rgd 16jan73
3 35 19 13						f/n ZRH 06jan73; rgd 16jan73
3 35 19 14						f/n ZRH 06jan73; rgd 16jan73
3 35 19 15						f/n ZRH 06jan73; rgd 16jan73
3 35 19 16						f/n ZRH 06jan73; rgd 16jan73
3 35 19 17						f/n ZRH 06jan73; rgd 16jan73
3 35 19 18						f/n ZRH 06jan73; rgd 16jan73
3 35 19 19						f/n ZRH 06jan73; rgd 16jan73
3 35 19 20						f/n ZRH 06jan73; rgd 16jan73
3 35 19 21						f/n ZRH 06jan73; rgd 16jan73
3 35 19 22						f/n ZRH 06jan73; rgd 16jan73
3 35 19 23						f/n ZRH 06jan73; rgd 16jan73
3 35 19 24						f/n ZRH 06jan73; rgd 16jan73
3 35 19 25						f/n ZRH 06jan73; rgd 16jan73
3 35 19 26						f/n ZRH 06jan73; rgd 16jan73
3 35 19 27						f/n ZRH 06jan73; rgd 16jan73
3 35 19 28						f/n ZRH 06jan73; rgd 16jan73
3 35 19 29						f/n ZRH 06jan73; rgd 16jan73
3 35 19 30						f/n ZRH 06jan73; rgd 16jan73
3 35 19 31						f/n ZRH 06jan73; rgd 16jan73
3 35 19 32						f/n ZRH 06jan73; rgd 16jan73
3 35 19 33						f/n ZRH 06jan73; rgd 16jan73
3 35 19 34						f/n ZRH 06jan73; rgd 16jan73
3 35 19 35						f/n ZRH 06jan73; rgd 16jan73
3 35 19 36						f/n ZRH 06jan73; rgd 16jan73
3 35 19 37						f/n ZRH 06jan73; rgd 16jan73
3 35 19 38						f/n ZRH 06jan73; rgd 16jan73
3 35 19 39						f/n ZRH 06jan73; rgd 16jan73
3 35 19 40						f/n ZRH 06jan73; rgd 16jan73
3 35 19 41						f/n ZRH 06jan73; rgd 16jan73
3 35 19 42						f/n ZRH 06jan73; rgd 16jan73
3 35 19 43						f/n ZRH 06jan73; rgd 16jan73
3 35 19 44						f/n ZRH 06jan73; rgd 16jan73
3 35 19 45						f/n ZRH 06jan73; rgd 16jan73
3 35 19 46						f/n ZRH 06jan73; rgd 16jan73
3 35 19 47						f/n ZRH 06jan73; rgd 16jan73

	RA-65967	Tu-134A-3	Aeroflot c/s, n/t	LED	10aug00	used as a rescue trainer, no markings; later dumped at LED, seen aug01/apr07; broken up at LED apr/may07
3 35 19 06	LZ-TUM	Tu-134AK	Bul Gvt/Balkan c/s	mfd	11jun73	d/d jun73; the first Tu-134AK with a radar nose (export configuration); f/n LHR 02jul73; photo ZRH 19oct82; opb Avio Detachment 28 (VIP) until 1984
	LZ-TUM	Tu-134AK	Balkan	VIE	jun86	seen DUB may87; converted to Tu-134A-3 by jan89 and in new colours; l/n SOF 06oct91
	LZ-TUM	Tu-134A-3	Kish Air	SOF	apr92	
	LZ-TUM	Tu-134A-3	Balkan	AMS	14may92	
	RA-65940	Tu-134A-3	Aeroflot c/s, n/t	MHP	06jul95	t/t 13,807 hours 10,224 cycles on 01aug92; l/n SOF 25jun93; wfu 1994
	RA-65940	Tu-134A-3	ShaN-S-Air	rgd	31jan01	l/n VKO 18jun02; operated by ShaN-S-Air; 'shans' is Russian for chance or opportunity, but the name is an acronym referring to the company's head, Shabulidze Nana Sergeyevna
3 35 19 07	CCCP-65968	Tu-134A	AFL/Tyumen	toc	03jul73	very small titles below front door; f/n VKO 16jan04; l/n VKO 27jun04; soc 05jan05 as life-time expired; broken up at VKO jan05
3 35 19 08	OK-DFI	Tu-134A	CSA	rgd	03jul73	rgd 11jul73; reported Kuibyshev-Kurumoch 05feb75 in an incident report; last mentioned in a flight safety report with regards to an incident 26jan85, location not stated; soc 30apr87 as life-time expired
3 35 19 09	CCCP-65969	Tu-134A	AFL/Komi-SCW	mfd	13jul73	d/d 04jul73; wfu 17jan92; canx 03dec92; broken up at Prague oct93; cockpit preserved in Air Park at Zruc, l/n jun03/apr13; part of the fuselage kept at Rokycan training ground but moved to Zruc and noted 29apr21; l/n sep24
	RA-65969	Tu-134A-3	Aeroflot	LED	20jul93	toc 13jul73; rgd 01aug73; f/n DME late 1977; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail
	RA-65969	Tu-134A-3	Komiavia	trf	22feb94	l/n VKO 22aug95, in Aeroflot c/s and titles; soc 07jun99 as life-time expired; canx 05aug99; broken up at Syktyvkar
3 35 19 10	CCCP-65970	Tu-134AK	Soviet Gvt/AFL c/s	mfd	16oct73	photo exists in natural metal c/s on its maiden flight; rgd 05nov73; opb 235 OAO at VKO from 05nov73 until early 1974 by mil. unit 2450 (replaced CCCP-65671); f/n SXF 29jan75
	CCCP-65970	Tu-134AK	AFL/Privolzhsk-KZN	trf	23aug80	in non-standard c/s with blue tail until late 1980s
	CCCP-65970	Tu-134AK	AFL/Privolzhsk-GOJ	trf	unknown	f/n DME 02apr92
	RA-65970	Tu-134AK	Aeroflot	DME	20mar93	
	RA-65970	Tu-134AK	Nizhni Novgorod AI	trf	25nov93	l/n IST 13jan97, in Aeroflot c/s and titles
	RA-65970	Tu-134AK	Alaniya	rgd	24nov00	leased from ARZ-412 at Rostov-na-Donu; f/n VKO 14jan01; l/n VKO 17apr02
	RA-65970	Tu-134AK	Samara	DME	16aug03	already in Samara fleet list 19nov02; l/n LED 12jan04
	RA-65970	Tu-134AK	Tatarstan	SVO	03jun05	l/n DME 21may08; not on Russian register nov09
3 35 20 01	CCCP-65971	Tu-134A	AFL/International	mfd	31jul73	toc 10aug73; rgd 28aug73; f/n ARN 15sep73; photo HAJ 30apr74 in revised Aeroflot c/s (specific to the Tu-134A) with blue tail
	CCCP-65971	Tu-134A	AFL/Latvia	trf	03jul76	
	CCCP-65971	Tu-134A	AFL/Azerbaijan	trf	04oct80	seen SVO 12apr91 as Tu-134A-3
	CCCP-65971	Tu-134A	AFL/Moldova	trf	07jul82	
	CCCP-65971	Tu-134A	AFL/Komi	trf	16oct90	
	RA-65971	Tu-134A-3	Aeroflot	SVO	04jul93	
	RA-65971	Tu-134A-3	Komiavia	trf	22feb94	l/n SVO 24sep94, in Aeroflot c/s and titles; soc and canx 13jan00 as life-time expired; wings now mounted on c/n 63110
3 35 20 02	CCCP-65972	Tu-134A	AFL/International	mfd	17aug73	toc 24aug73; f/n VIE 03sep73; rgd 13sep73; photos SXF sep74 and dec74 in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; seen HEL 16apr76 in standard Aeroflot c/s
	CCCP-65972	Tu-134A	AFL/North Kavkaz	trf	28dec76	
	CCCP-65972	Tu-134A	AFL/Komi-SCW	trf	15aug90	
	CCCP-65972	Tu-134A	Komiavia	trf	22feb91	f/n SVO 16may91, in Aeroflot c/s and titles; f/n SCW 10jun94 as Tu-134A-3; l/n SCW 13jul94, wfu; soc and canx 23apr97 as life-time expired; broken up at Syktyvkar
3 35 20 03	CCCP-65973	Tu-134A	AFL/International	mfd	30aug73	toc 07sep73; rgd 09oct73; f/n HEL 06apr74; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; l/n FRA 27jul74
	CCCP-65973	Tu-134A	AFL/Lithuania-VNO	trf	04apr77	l/n VNO 10sep93, LY-ABA not taken up as yet
	LY-ABA	Tu-134A	Lietuva	MHP	10jul94	l/n PMI 1996
	LY-ABA	Tu-134A	Air Lithuania	KUN	22aug96	l/n IST 15jul98; CoFA expired 14aug99
	RA-65973	Tu-134A	Tatarstan	trf	<oct99	in all-white c/s; f/n PRG 02jan00; CoFR renewal 05jun00; l/n DME 13jul08; seen wfu KZN 04aug11; broken up; canx before apr16
3 35 20 04	CCCP-65974	Tu-134A	AFL/International	mfd	30aug73	toc 11sep73; rgd 09oct73; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n ARN 23sep73
	CCCP-65974	Tu-134A	AFL/Belarus-MSQ	trf	28oct76	l/n SVO 03sep93
	EW-65974	Tu-134A	Belavia	SVO	11apr94	for Gomelavia but not in 1999 fleet list; seen MSQ mar04, wfu; l/n may07; seen broken up in three pieces 07may13
3 35 20 05	101 (1)	Tu-134AK	Polish Air Force	d/d	1973	opb 36 SPLT; in white c/s with grey undersides and blue cheatline; l/n CGN 04dec75; see c/n 49909
	SP-LHF	Tu-134AK	LOT	rgd	02aug77	wfu 29jun94
	SP-LHF	Tu-134AK	LOT c/s, n/t	WAW	07jul95	canx 09dec96; left WAW 25mar98 to Szymaki, north of Warsaw on road E77, converted into a restaurant between apr98 and sep99; basic LOT c/s, no titles; seen may03/jul12; restaurant due to close aug12; gone by may13; moved to Kaszubski Park Gigantow at Stryza Buda; visible on GE image dated 03aug13
3 35 20 06	CCCP-65975	Tu-134A	AFL/Armenia-EVN	mfd	27sep73	in a dismantled state and as such on another image dated 04mar14; re-assembled by 19jul14; photo 09aug15 (N54.39399 E18.045231), still in basic ex LOT c/s, without titles or registration; l/n aug21
	CCCP-65975	Tu-134A-3	Armenian Governmt.	EVN	may92	toc 08oct73; rgd 29oct73; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; l/n STW jun83, as such
	EK-65975	Tu-134A-3	Armenian Governmt.	VKO	15may93	in basic Aeroflot c/s with Armenian flag on the fin and 'Armenia' titles; l/n EVN mar93
3 35 20 07	CCCP-65976(1)	Tu-134A	AFL/International	mfd	29sep73	in basic Aeroflot c/s with Armenian flag on the fin and 'Armenia' titles; l/n LHR 12feb94, as such; repainted in 1994 in revised white c/s with dark blue undersides and 'Armenia' titles, type painted as Tu-134A; f/n CDG aug94; l/n IST 14jun02; wfu in 2003, having been replaced by EK-65072 c/n 49972 as the Presidential aircraft
	CCCP-65976(1)	Tu-134A	AFL/Arkhangelsk	trf	07sep76	toc 11oct73; opb Sheremetyevski OAO; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n AMS 05nov73; rgd 26nov73; l/n BOI aug76; see c/n 63976
	RA-65976(1)	Tu-134A-3	Aeroflot	LED	11sep93	opb 1-y Arkhangelskiy OAO; repainted into the standard c/s by early jul77
3 35 20 08	102 (1)	Tu-134AK	Polish Air Force	d/d	1973	opb Arkhangelskiye vozduzhnyye linii; dbr 07may94 on a flight from Moscow-Sheremetyevo to Arkhangelsk-Talagi when the hydraulic system failed on landing and the right main landing gear did not lower (the system had been damaged due to fatigue during taxiing at SVO), the aircraft landed on the remaining two gears, veered to the right, went off the side of the runway and crossed a road, suffering severe damage, all 6 crew and 56 passengers escaped unhurt; t/t 33,606 hours and 21,071 cycles; seen in damaged condition at ARH jun94/jul94; soc 28apr95 and canx 19may95; the hulk sat at ARH, but was no longer seen jul05; probably scrapped
	SP-LHG	Tu-134AK	LOT	rgd	27sep78	opb 36 SPLT; in white c/s with grey undersides and blue cheatline; seen LHR 16dec76; see c/n 49985
	SP-LHG	Tu-134AK	LOT c/s, n/t	WAW	07jul95	delivery date also quoted as 27aug78; f/n LHR 28oct78; wfu 31mar94
3 35 20 09	CCCP-65800	Tu-134A	AFL/Privolzhsk-KUF	mfd	22feb74	canx 09dec96; left Warsaw for Wladyslawowo (N54.809122 E18.373550) 11oct99; to serve as restaurant Odlotowa, opened 27apr02, titles and reg painted out; seen oct09 with large 'RESTAURACJA' titles; after the restaurant closed, date not known, the titles were removed and it became an attraction in a children's cornfield maze at Gniezdzewo some time after jun18; seen 14sep20 with Polish Airlines titles; l/n oct22
	RA-65800	Tu-134A	Aeroflot	KUF	25apr93	toc 26feb74; rgd 22mar74; late dates because this was to be a pre-production aircraft with an ABSU-134 automatic landing system but this was never installed due to development problems, the aircraft was eventually delivered late with the old BSU-3P ALS; f/n AER 22sep87
	RA-65800	Tu-134A	Samara	trf	24nov94	f/n DME 15may95; seen KUF 28jun02 parked, f/n since 1998; leased from 'Progress OKB'; l/n stored KUF jul04/may05; broken up and cockpit used in the Ural Civil Aviation training centre
3 35 20 10	CCCP-65801	Tu-134AK	Soviet Gvt/AFL c/s	mfd	20nov73	toc 08dec73; opb 235 OAO at VKO; rgd 04jan74; f/n SXF 18apr74
	CCCP-65801	Tu-134AK	AFL/Moldova	trf	23jun76	
	CCCP-65801	Tu-134AK	AFL/Ulyanovsk HFS	trf	22jan90	
	CCCP-65801	Tu-134AK	AFL/Privolzhsk	trf	23may90	
	CCCP-65801	Tu-134AK	AFL/Ulyanovsk HFS	trf	01jul90	f/n ULV 09sep92; l/n ULV 31aug93
	RA-65801	Tu-134AK	all-white c/s, n/t	ZIA	22aug95	l/n BKA 21may96
	RA-65801	Tu-134AK	Phoenix Airlines	SVO	07jul98	seen stored VOZ jun06/apr12, parked on the grass
3 35 21 01	CCCP-65802	Tu-134AK	Soviet Gvt/AFL c/s	mfd	16nov73	toc 28nov73; opb 235 OAO at VKO; rgd 07dec73; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n VIE 30apr74
	CCCP-65802	Tu-134A-3	AFL/Tyumen-TJM	trf	10mar76	photo NUX mar87
	RA-65802	Tu-134A-3	Aeroflot	VKO	21may94	seen TJM jul00/aug04, in Aeroflot c/s, derelict; offered for sale on the Internet 16jun04; soc 03nov04 as life-time expired
	RA-65802	Tu-134A-3	Tyumen Airlines	trf	31aug94	rgd 08jan74; had East German Air Force serial 170 allocated
3 35 21 02	DM-SCN	Tu-134AK	EGAF/Interflug c/s	mfd	20nov73	f/n LGW 03jun78; l/n SXF 30apr80
	DM-SCN	Tu-134AK	Interflug	trf	17nov77	seen HEL 19apr83
	DDR-SCN	Tu-134AK	Interflug	rgd	02apr81	f/n SXF 04oct90; l/n SXF 14sep91
	D-AOBC	Tu-134AK	Interflug	rgd	03oct90	with Soviet flag; was rgd 11jul91 to Komiavia; according to Soviet register; see c/n 7350205
	CCCP-65612(2)	Tu-134AK	Interflug	SXF	27sep91	on charge as of 01jul92; l/n SVO 11sep92
	CCCP-65612(2)	Tu-134AK	AFL/Komi-SCW	SVO	01jun92	seen SVO 24jun93 in IFL c/s with 'Aeroflot' logo, no titles
	CCCP-65612(2)	Tu-134AK	Combi Airlines	RJK	09oct92	
	RA-65612(2)	Tu-134AK	Aeroflot	SVO	29aug93	
	RA-65612(2)	Tu-134AK	Harco Air	PRG	22dec93	photo PRG feb94 with Harka Air titles
	RA-65612(2)	Tu-134AK	Komiavia	trf	22feb94	
	RA-65612(2)	Tu-134AK	Harka Air	SCW	10jun94	l/sf Komiavia; photo SVO 1995, still basic ex-Interflug c/s
	RA-65612(2)	Tu-134A-3	Interflug c/s, n/t	AER	14may96	
	RA-65612(2)	Tu-134A-3	Komiavia	IST	may98	l/n SVO 14aug01 with additional small 'Aeroflot' titles
	RA-65612(2)	Tu-134A-3	Komiavia c/s, n/t	SVO	22aug01	l/n SVO 03apr03; leased to Aeroflot Russian Airlines 15dec00/15dec03; only 'Aeroflot' titles
	RA-65612(2)	Tu-134A-3	Utair	rgd	05aug03	f/n SGC 25aug03; soc and canx 03sep04 as life-time expired
	RA-65612(2)	Tu-134A-3	no titles	SCW	29jun05	rescue trainer; no engines, basic old Komiavia c/s; l/n may10; broken up at SCW aug10
3 35 21 03	CCCP-65803	Tu-134A	AFL/Latvia-RSC	mfd	12nov73	toc 06dec73; rgd 20dec73
	CCCP-65803	Tu-134A	AFL/Belarus-MSQ	trf	08jul80	f/n SVO 31aug88
	CCCP-65803	Tu-134A	Belarussia AI	SVO	29aug93	with additional small 'Aeroflot' titles below the cheatline
	EW-65803	Tu-134A	Belarussia AI	SVO	23mar94	

3 35 21 04	EW-65803 CCCP-65804	Tu-134A Tu-134A	Belavia AFL/Privolzhsk-KUF	MSQ toc	09may95 unknown	l/n MSQ 12may96, missing an engine, wfu ?; not in 2001 fleet list; reportedly still at MSQ 2006 on charge as of 01jan74; rgd 30jan74; soc 15nov84 as life-time expired; seen KUF 25apr93, derelict toc 28dec73; rgd 09jan74; f/n LED 19aug83; seen SVO 12apr92 as Tu-134A-3; l/n 14may93; see c/n 03564775
3 35 21 05	CCCP-65805(1)	Tu-134A	AFL/Komi-SCW	mfd	20dec73	
	RA-65805(1)	Tu-134A-3	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; l/n SCW 13jul94, wfu and without engines; soc and canx 01mar96 as life-time expired; broken up at Syktyvkar; cockpit section retained and used for training purposes, l/n dec16
3 35 21 06	DM-SCO DM-SCO DDR-SCO D-AOBD	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug Interflug Interflug	mfd trf rgd rgd	18dec73 11may79 19may81 03oct90	rgd 27dec73; had East German Air Force serial 171 allocated l/n LGW 02jan81 f/n LGW 24aug81 l/n SXF 14sep91
	CCCP-65613(2) CCCP-65613(2) 65613(2) RA-65613(2) RA-65613(2) RA-65613(2) RA-65613(2) RA-65613(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Interflug AFL/Komi-SCW Aeroflot Aeroflot Komiavia Yamal Karat Alaniya	SXF trf SVO SVO trf SVO VVO rgd	02oct91 unknown 14may93 04jul93 22feb94 12jul98 19jun99 23may01	awaiting delivery; see c/n 8350403 on charge as of 01jul92; f/n SVO 08jul92; was rgd 11jul91 to Komiavia; l/n SVO 11sep92
	RA-65613(2) RA-65613(2) RA-65613(2) RA-65613(2) CCCP-65806	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A	Alyans Avia Alaniya Utair AFL/Lithuania-VNO	trf i/s VVO toc	21feb03 21jun04 02jul06 05jan74	f/n AER 14may96, in basic Interflug c/s without titles; l/n VKO mar97 l/n SVO 19sep98 l/n VKO 20aug99 reported as such already VKO 04oct00 !; Isf Rostov-na-Donu ARZ-412, badge near right-hand front door; seen again DXB 07aug01 f/n DUS 27may03 in full c/s with titles; wfs 24may04 f/n VKO 22may05; l/n VKO 16sep05 l/n operational VKO 06aug08; canx 18jul09; sat wfu at SCW, l/n jan11; broken up aug11 MGA document gives year as 73 in error; rgd 16jan74; f/n LHR 25mar76; first Vilnius-based Tu-134; soc 26jun86 as life-time expired
3 35 21 07	CCCP-65806	Tu-134A	AFL/Lithuania-VNO	mfd	17dec73	toc 24jan74; rgd 08feb74; opb 347 LO; f/n TBS 18aug80; dbr 18nov83 when hijacked by a group of 7 people on the leg from Tbilisi to Batumi of a flight from Tbilisi to Leningrad, some of the hijackers burst into the cockpit and opened fire, during the ensuing shoot-out (in Soviet times flight crews carried guns to be able to put up resistance in the event of a hijacking) 3 of the 7 crew and 4 out of 59 passengers (among them 2 hijackers) were killed plus 3 crew and 9 passengers (among them 2 hijackers) injured, the captain made sharp manoeuvres to prevent the hijackers from taking aim, in so doing the aircraft was subjected to g-loads of +3.15/-0.6, which exceeded the design limit, eventually the attackers were forced out of the cockpit and the aircraft returned to Tbilisi where it was stormed by the "A" team of the 7th Directorate of the KGB, the aircraft received 63 bullet holes but was dbr/written off on account of permanent structural deformations caused by excessive g-loads; t/t 13,273 hours and 10,506 cycles; canx 23dec83; soc 23jan84
3 35 21 08	CCCP-65807	Tu-134A	AFL/Georgia-TBS	mfd	17dec73	toc 16jan74; rgd 29jan74; first service 16jan74 (to TBS), first Tbilisi based Tu-134; reported in an incident report at SIP 11jan87; not canx from Soviet register operator and lack of prefix not confirmed; probably still in Aeroflot c/s; dbr 20/23sep93 whilst parked at Sukhumi when was hit by Abkhaz artillery or small arms fire, no casualties
3 35 21 09	CCCP-65808	Tu-134A	AFL/Georgia	mfd	23dec73	toc 21jan74; rgd 08feb74; soc 01apr90 as no residual value, see next line dbr 20sep93 (according to Abkhaz sources possibly already 26jun93) whilst parked at Sukhumi when was hit by Abkhaz artillery or small arms fire, no casualties; wreck sat at SUI for some time
3 35 21 10	CCCP-65809 65809	Tu-134A Tu-134A	AFL/Georgia-TBS Orbi	mfd BAK	21jan74 02dec92	toc 31jan74; rgd 21feb74; f/n DME 14jul76 converted to Tu-134A-3, date unknown (f/n as such aug93); dbr 29aug92 on landing at Kharkov-Osnovnoi when overran the runway; t/t 26,173 hours and 18,701 cycles; cannibalised for spares, (N49.920241 E36.288166); l/n HRK mar14
3 35 22 01	CCCP-65810 CCCP-65810	Tu-134A Tu-134A	AFL/Georgia-TBS AFL/Georgia-SUI	mfd trf	10jan74 unknown	toc 07mar74; rgd 08apr74; f/n LED 19apr80
3 35 22 02	CCCP-65811 RA-65811 RA-65811	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al	mfd LED trf	06mar74 jun93 22feb94	l/n ARH 12jul94, in Aeroflot c/s and titles, engineless, wfu; soc 28jun96 as life-time expired; canx 04jul96; stored ARH, reported broken up 1999
3 35 22 03	CCCP-65812	Tu-134A	AFL/Lithuania	toc	15mar74	rgd 17apr74; f/n dec76; soc 26nov86 as life-time expired
3 35 22 04	CCCP-65813	Tu-134A	AFL/Komi-SCW	mfd	26mar74	toc 26mar74; rgd 16apr74; f/n SVO 25sep87; this also was to be delivered with the ABSU-134 ALS but was eventually delivered late with the old BSU-3P, hence the late mfd/rgd; Tu-134A-3 by jun92; l/n KBP 07sep92
	RA-65813 RA-65813	Tu-134A-3 Tu-134A-3	Aeroflot Komiavia	SVO trf	13apr93 22feb94	l/n SCW jun/jul94, Aeroflot c/s and titles, engineless; soc 07jun99 as life-time expired; canx 05aug99; broken up at Syktyvkar
4 35 22 05	DM-SCP DM-SCP DDR-SCP D-AOBE CCCP-65615(2) RA-65615(2) RA-65615(2) RA-65615(2) RA-65615(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug Interflug Interflug Interflug Aeroflot Komiavia Aeroflot c/s, n/t Sibaviatrans	mfd trf rgd rgd SXF MHP trf VVO VVO	28feb74 13oct78 15jul81 03oct90 sep91 09sep93 22feb94 08aug00 14jan01	rgd 07mar74; had East German Air Force serial 175 allocated l/n SXF 30apr80 f/n LGW 02aug81 f/n DUS 04oct90; l/n SXF 14sep91 was rgd 11jul91 to Komiavia; l/n SXF 11oct91 with Soviet flag; see c/n 7350303
4 35 22 06	DM-SCR 176 DM-SCR DDR-SCR D-AOBF CCCP-65616(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s East German AF Interflug Interflug Interflug Interflug	mfd rgd ret rgd rgd SXF	11mar74 27may77 04jun80 10jun81 03oct90 01sep91	reported for Komiinteravia initially in basic Komiavia c/s; last overhaul completed 13aug03; f/n in new Sibaviatrans c/s in 2005; l/n operational GOJ 01aug08; operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; offered for sale by Sberbank 17dec08 with t/t 29,698 hours and sold to Roman A. Sudakov of Krasnoyarsk 09jun11; stored at KIA, l/n aug11, stored; subsequently broken up, just the nose remains by oct14 rgd 15mar74; had East German Air Force serial 176 allocated but already seen as such SXF 04may77 !
	CCCP-65616(2) RA-65616(2) RA-65616(2) RA-65616(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	AFL/Komi-SCW Harco Air Komiavia Alaniya	d/d KAN trf VVO	07dec91 06aug92 22feb94 sep98	f/n SCW 10jun94, ex-Interflug c/s, no titles; l/n IST 16jun98; reported for Komiinteravia ex-Interflug c/s, small titles behind the nose; l/n SHJ 12dec99; l/n DXB 28mar01, titles not noted but not in Alaniya fleet list end 2001
	RA-65616(2) RA-65616(2) RA-65616(2)	Tu-134AK Tu-134AK Tu-134AK	all-white c/s, n/t TyumenAviaTrans Utair	VVO VVO rgd	20aug02 28aug02 29jan03	in KrasAir fleet list jan02 still in KrasAir fleet list dec02 leased from Komiinteravia since 25dec02; f/n DME 13aug03; l/n operational SCW 07jan09; canx 11jan09; sat wfu at SCW, scrapped SCW oct11
4 35 22 07	DM-SCS DM-SCS DDR-SCS D-AOBG CCCP-65614(2) RA-65614(2) RA-65614(2) RA-65614(2) RA-65614(2) RA-65614(2) RA-65614(2) RA-65614(2) RA-65614(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug Interflug Interflug Komiavia Harco Air Aeroflot Aeroflot c/s, n/t Alaniya TyumenAviaTrans Utair Utair Express	mfd trf rgd rgd rgd PRG MHP VVO IST VVO rgd VVO	11mar74 22may79 13apr81 03oct90 11jul91 06oct92 10jul94 24aug97 13may99 02jan02 04jul03 24jul10	rgd 20mar74; had East German Air Force serial 178 allocated l/n SXF 30apr80 f/n LGW 22jul81; l/n SXF 26may90 f/n SXF 03oct90; l/n SXF 24aug91, see next line f/n SXF 03sep91, with Soviet flag; toc 15apr92; see c/n 7350302 l/n PRG 09nov93 with additional 'Aviaprima' titles IST 16may95 and 14jan97 l/n IST 06jul98; reported for Komiinteravia l/n PRG 02nov99; leased from Komiinteravia l/n VKO 11jun02
4 35 22 08	CCCP-65814 EY-65814	Tu-134A Tu-134A-3	AFL/Tajikistan-LBD Tajikistan Al	mfd BUD	15mar74 23may97	Isf Komiinteravia since 25dec02; f/n VKO 18aug03; l/n LED 02jul10 l/n GOJ 18oct11; seen SCW 21mar12/04jul12 stored; broken up by oct14 toc 21mar74; rgd 17apr74; f/n LBD 04dec75; seen TAS 16apr92 as Tu-134A-3; l/n KBP 08sep92 in basic Aeroflot c/s with Tajik tail logo only, green radome, no titles; l/n DME 16aug97; still in Tajikistan fleet list 30sep00; not in fleet list 2001; preserved and displayed on a plinth outside the terminal at LBD with large Tajikistan titles; l/n 20oct19
4 35 22 09	CCCP-65815	Tu-134A	AFL/Leningrad	mfd	23mar74	toc 01apr74; rgd 05may74; f/n HEL 07jun74; in non-standard c/s on lower fuselage, wings and engine nacelles unpainted; reported in an incident report at LED 09jan87; l/n LED 06sep92
4 35 22 10	RA-65815 CCCP-65816	Tu-134A Tu-134A	Aeroflot AFL/Moldova-KIV	HAM mfd	03oct92 24mar74	l/n LED 09jun94; soc 26oct94 as life-time expired; canx 08nov94 toc 26mar74; rgd 05may74; opb 269 LO; w/o 11aug79 on the leg from Voronezh to Kishinyov of a flight from Chelyabinsk to Kishinyov when collided in clouds at a height of 8,400 metres near Dnepropetrovsk (at N48°33'35" E34°40'33") with Tu-134AK CCCP-65735 due to ATC error and crashed between Kurilovka, Nikolayevka and Yelizavetovka in the Petrikovka district of the Dnepropetrovsk region, all 6 crew and 88 passengers killed; t/t 12,739 hours 16 minutes and 7,683 cycles; soc and canx 17sep79
4 35 23 01	CCCP-65817	Tu-134A	AFL/Georgia-SUI	toc	30mar74	rgd 05may74; f/n TBS 27may75; not canx from Soviet register; dbr 20/23sep93 whilst parked at Sukhumi when was hit by Abkhaz artillery or small arms fire, no casualties; l/n SUI 2008/29oct20 (N42.861659 E41.126519), still in Aeroflot c/s; still visible on GE may22
4 35 23 02	CCCP-65818	Tu-134A	AFL/N.Kavkaz-VOG	toc	03apr74	rgd 05may74; f/n DME early78; soc 06dec78 after an accident, details unknown; cockpit preserved in the Kiev National University; l/n may13; moved to Aeropark Budapest at Ferenc Liszt Airport to be used as a simulator; f/n 18jun23
4 35 23 03	LZ-TUL LZ-TUL	Tu-134A Tu-134A	Balkan Hemus Air	d/d SOF	apr74 29apr91	seen LHR 02nov74; l/n SOF 17sep90 Tu-134A-3 by jul95; wfu SOF 2001; canx 30jan07; l/n mar08; scrapped sep08, part of the aircraft is located at the yard of the local 'Big Brother' show house; remains seen jan09; seen 24mar12 near lake at Ravno-Pole (N42.668442 E23.512411) fuselage in two sections with both wings and tail (was visible on GE feb09/aug11, but gone by aug12)
4 35 23 04	CCCP-65819 CCCP-65819 CCCP-65819 RA-65819	Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/Azerbaijan AFL/Moldova AFL/Arkhangel.-ARH Gotvil Enterprise	mfd trf trf SVO	23apr74 unknown 30jun89 12sep93	toc 23apr74; rgd 28may74; f/n LED sep87 on charge as of 01jan83 seen LED 07apr91 as Tu-134A-3

4 35 23 07	RA-65819	Tu-134A-3	Aeroflot c/s, n/t	SVO	22may94	soc 20jan97 and canx 21jan97 as life-time expired rescue trainer, no tail, basic Aeroflot c/s, 'Gotvil Enterprise' titles; l/n may11/18jul17; just the nose remains by 12oct23, full of bullet holes f/n LHR 03jul74; l/n ORY mar90, as Tu-134A-3 l/n SOF 09apr95
	RA-65819	Tu-134A-3	Arkhangelsk Al	trf	10jun94	
	RA-65819	Tu-134A-3	ex-Aeroflot	ARH	02jul05	
	LZ-TUN	Tu-134A	Balkan	d/d	may74	
	LZ-TUN	Tu-134A-3	Hemus Air	SOF	27apr91	
	LZ-TUN	Tu-134A-3	Arberia Airways	ZRH	15aug95	
	LZ-TUN	Tu-134A-3	Hemus Air	LLA	jun96	
	LZ-TUN	Tu-134A-3	Albanian Airlines	BLQ	05sep96	
	LZ-TUN	Tu-134A-3	Albanian c/s, n/t	PRG	29oct97	
	LZ-TUN	Tu-134A-3	Hemus Air	BUD	16feb98	
4 35 23 08	LZ-TUN	Tu-134A-3	Albanian Airlines	BLQ	27jan00	operational; wfu SOF (N42.687421 E23.410652) 2001, seen apr06/mae15 without titles and logo; canx 30jan07; seen 26sep16 in front of the Lufthansa Technik hangar, being dismantled; to be preserved repainted in Balkan c/s, put on display outside Terminal 1 at Sofia; (N42.688041, E23.402273); l/n apr24/aug24 f/n LHR 05oct74; w/o 10jan84 when hit power lines and crashed 2 km from Sofia
	LZ-TUN	Tu-134A-3	Hemus Air	SOF	06jul05	
4 35 23 08	LZ-TUN	Tu-134A-3	Balkan		25jun18	
	LZ-TUR	Tu-134A	Balkan	d/d	may74	

Production since 1974 when the five digit computer numbers were introduced

There is an indication that in the civil sequence; s, c/n 66101 is the next c/n after 63998, therefore there were no c/ns in the 64000's series (numbers used for the military Tu-134UBLs) and the 65000 series (allocated for the civil registrations).

Most line numbers given are surmised. However, they are 99.9 % sure and those that actually have been confirmed are reported as such in the listing. Batch 63 consists of 75 aircraft. This probably was done to avoid mixing up numbers with the military Tu-134UBLs that were being built at the same time.

08056	CCCP-65820 EY-65820	Tu-134A Tu-134A-3	AFL/Tajikistan-LBD Tajik Air	mfd MHP	26apr74 10jul94	line # 23-05; toc 12may74; rgd 28may74; f/n AKX 09nov77; l/n ALA 23apr93, as Tu-134A-3 seen on overhaul in ARZ-407 22apr98 and 13jun99 with 'Tochikiston' titles, ever delivered ?; in fleet list 30sep00 as canx
08060	CCCP-65821	Tu-134AK	Soviet Gvt/AFL c/s	mfd	14jun74	line # 23-06; rgd 18jul74; toc 25jul74; opb 235 OAO at VKO; f/n VIE 20may75; c/n given in the 235 OAO document and MGA document as 08061 still CCCP- 16may93 and 09jul93
08068	CCCP-65821 EW-65821 EW-65821 DM-SCT DDR-SCT D-AOBH CCCP-65617(2) CCCP-65617(2) CCCP-65617(2) RA-65617(2) RA-65617(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus-MSQ Aeroflot c/s, n/t Belavia Interflug Interflug Interflug Interflug Komiavia Harco Air Harco Air Harka Air	trf MSQ SVO mfd rgd rgd rgd SXF rgd photo PRG SCW	21aug78 07sep93 10jul94 17may74 08may81 03oct90 26aug91 11jul91 15dec92 13jul94	l/n FRA 14may99; not in 2000 fleet list, fate unknown line # 23-09; rgd 10may74; f/n LGW 26jul77 seen SXF 03oct90; l/n SXF 26jun91 prior to delivery to the Soviet Union; see c/n 8350305 d/d 07dec91; still in full Interflug c/s at SVO, basic ex Interflug c/s with titles and tail logo l/n PRG 19feb94 leased from Komiavia; w/o 24jun95 on a flight from Kaduna to Lagos-Murtala when entered a zone of heavy rainfall and strong cross winds shortly before touch-down, touched down late, overran the runway by 147 metres, hit a concrete water drain and caught fire, all 6 crew escaped but 15 of the 74 passengers killed; t/t 24,844 hours 25 minutes and 15,740 cycles; canx 24jun95 (the day of the accident, as such in the Russian register); soc 15oct95 line # 23-10; mfd also given as 11may74; rgd already 10may74; f/n GLA 30oct74 Ministerium für Staatssicherheit (Ministry of State Security); trf after overhaul at Leningrad; was equipped with 8 seats and 2 tables only, so had to be modified by the MFS for its purposes; operated by Fluggruppe X at SXF; in full Interflug c/s; first operational flight 22mar76; last operational flight 04aug76 (operated 38 flights) l/n SXF 30apr80 f/n LGW 04aug83; l/n SXF 14sep90 still in Interflug c/s; ferried from SXF to MHP for overhaul 06dec90; see c/n 6350102 sold to ARZ-407 at Minsk dec91, after sitting in storage for a year, to pay for the overhaul of two other aircraft; overhaul completed in 1993
09070	DM-SCU DM-SCU DM-SCU DDR-SCU D-AOBI CCCP-65605(2) CCCP-65605(2) EW-65605(2) RA-65605(2) RA-65605(2) RA-65605(2) RA-65605(2)	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Interflug MFS/Interflug c/s Interflug Interflug Interflug AFL/Komi Komiavia Belair Chernomorskiye Al Chernomor-Soyuz KrasAir Sibaviatrans	mfd trf trf rgd rgd no rgd SHJ trf VKO KJA NSK	24may74 17feb76 aug76 22jul81 03oct90 reports 25apr91 29apr93 05sep94 11aug96 27jan02 21jan05	based at Sochi-Adler; l/n VKO jul95 in basic 'blue' Aeroflot c/s, no titles; l/n IST may98; reported for Severaero in 1998/99 and for the Norilsk Aviation Enterprise in 1999/2001; rgd 16oct01 to Kinnerton Financial damaged on landing at Irkutsk 16jul02 when the nose wheel folded at the end of the landing run; seen IKT aug03/oct03, stored; l/n ROV 15nov04, stored; leased by Chernomoravia in 2004 and stored at AER in white/light grey c/s with blue cheatline; 'KrasAir' titles mostly rubbed out when seen at NSK 21jan05; seen without titles KJA 20jun06; rgd 18jul06 to V.Ye. Zurnadzhyan, with the operator still being Sibaviatrans; l/n operational KJA 26jul06; still in the operator's certificate apr07; CoFA expired 24jun08; the operator's certificate of Sibaviatrans was revoked 05oct08; sat wfu at KJA, seen oct09/sep19 line # 24-01; toc 31may74; rgd 21jun74; 221st aircraft built; f/n KBP 20dm-sdhaug75 on charge as of jan90 according to MGA document last seen operational EVN 28mar02; wfu EVN, l/n may04; not reported oct07 line # 24-02; on charge as of 01jul74; f/n TAS 16aug74; transferred to AFL/Privolzhsk-KUF or AFL/Privolzhsk-GOJ, probably 1986 f/n GOJ 25aug95, in Aeroflot c/s and titles was also leased to Yukosavia; soc 14jun01 as life-time expired; canx 12sep01; cannibalised and broken up at GOJ in 2001 line # 24-03; toc 07jun74; rgd 18jun74; f/n SVO 23apr85 l/n VKO 15aug92 canx 15apr93 as to Hungary leased from Aeroflot-Kaliningrad division; CofA 07may93; reported ATH 08may93, but registration reported only applied 11may93; named 'LbSanyi' (a Hungarian given name, but not worn); photo BUD oct93, in basic ex Aeroflot c/s with titles, badge on tail with Hungarian flag on the rudder; returned 04aug94 l/n DME nov98 wfu (N54.891383 E20.589460), stored without engines and equipment, still in full Aeroflot c/s; l/n KGD 20apr05 line # 24-04; toc 13jun74; rgd 29jul74 f/n DME 02aug90; seen DME 16aug92 as Tu-134A-3; l/n DME 10sep92
09071	CCCP-65822 CCCP-65822 EK-65822	Tu-134A Tu-134A Tu-134A-3	AFL/Moldova AFL/Armenia-EVN Armenian Airlines	mfd trf IST	31may74 09oct89 18jun93	line # 24-01; toc 31may74; rgd 21jun74; 221st aircraft built; f/n KBP 20dm-sdhaug75 on charge as of jan90 according to MGA document last seen operational EVN 28mar02; wfu EVN, l/n may04; not reported oct07 line # 24-02; on charge as of 01jul74; f/n TAS 16aug74; transferred to AFL/Privolzhsk-KUF or AFL/Privolzhsk-GOJ, probably 1986 f/n GOJ 25aug95, in Aeroflot c/s and titles was also leased to Yukosavia; soc 14jun01 as life-time expired; canx 12sep01; cannibalised and broken up at GOJ in 2001 line # 24-03; toc 07jun74; rgd 18jun74; f/n SVO 23apr85 l/n VKO 15aug92 canx 15apr93 as to Hungary leased from Aeroflot-Kaliningrad division; CofA 07may93; reported ATH 08may93, but registration reported only applied 11may93; named 'LbSanyi' (a Hungarian given name, but not worn); photo BUD oct93, in basic ex Aeroflot c/s with titles, badge on tail with Hungarian flag on the rudder; returned 04aug94 l/n DME nov98 wfu (N54.891383 E20.589460), stored without engines and equipment, still in full Aeroflot c/s; l/n KGD 20apr05 line # 24-04; toc 13jun74; rgd 29jul74 f/n DME 02aug90; seen DME 16aug92 as Tu-134A-3; l/n DME 10sep92
09073	CCCP-65823	Tu-134A	AFL/Privolzhsk-UFA	rgd	04jul74	line # 24-04; toc 13jun74; rgd 29jul74 f/n DME 02aug90; seen DME 16aug92 as Tu-134A-3; l/n DME 10sep92
	RA-65823 RA-65823	Tu-134A Tu-134A	Nizhni Novgorod Al Nizhni Novgorod Al	trf GOJ	25nov93 26aug97	f/n ASF 18may96, in Aeroflot c/s, no titles l/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
09074	CCCP-65824 CCCP-65824 CCCP-65824 HA-LBS	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus-KGD AFL/Vnukovo Kaliningradavia Air Serv. Hungary	mfd trf trf d/d	07jun74 10may90 21jan93 03may93	f/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
	RA-65824 RA-65824	Tu-134A Tu-134A	Aeroflot Kaliningradavia	VKO KGD	01jul95 apr01	f/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
09078	CCCP-65825 CCCP-65825 RA-65825 RA-65825 RA-65825 RA-65825	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Lithuania AFL/N.Kavkaz-ASF Aeroflot Astrakhan Airlines Astrakhan Airlines Karat	mfd trf LED trf SHJ VKO	12jun74 01apr88 15jun93 14apr94 30sep00 10dec05	f/n ASF 18may96, in Aeroflot c/s, no titles l/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
12083	CCCP-65826 CCCP-65826	Tu-134A Tu-134A	AFL/Tyumen AFL/Ukraine-HRK	mfd trf	17jun74 25nov83	f/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
12084	CCCP-65827	Tu-134A	AFL/Arkhangel.-ARH	mfd	25jun74	f/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
	RA-65827	Tu-134A-3	Aeroflot	ARH	10jun94	f/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
12086	CCCP-65828(1) CCCP-65828(1) RA-65828(1) RA-65828(1) CCCP-65829	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-ASF Astrakhan Airlines Astrakhan Airlines AFL/Privolzhsk-UFA	mfd trf trf AAQ mfd	29jun74 trf 14apr94 01jul98 30jun74	f/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
12087	RA-65829 RA-65829	Tu-134A-3 Tu-134A-3	Aeroflot Nizhni Novgorod Al	UFA trf	10jul93 25nov93	f/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
12093	CCCP-65830 CCCP-65830 RA-65830 RA-65830	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s Soviet AF/AFL c/s Aeroflot Transaero Ekspress Karat	mfd trf MHP trf rgd	28nov74 23jun78 06jul95 02aug96 08jun99	f/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
12095	DM-SCV DDR-SCV D-AOBI CCCP-65618(2) CCCP-65618(2) RA-65618(2) RA-65618(2) RA-65618(2) RA-65618(2)	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Interflug Interflug Interflug Interflug AFL/Komi-SCW Harco Air Komiavia Komiavia TyumenAviaTrans	mfd rgd rgd rgd AMS PRG trf IST rgd	12jul74 09apr81 03oct90 03aug91 jun92 11nov93 22feb94 13jul98 24may00	f/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142

12096	RA-65618(2) RA-65618(2) RA-65618(2)	Tu-134A Tu-134A Tu-134A	KrasAir Komiavia c/s, n/t Kolavia	KJA rgd SGC	27jan02 28mar02 25aug03	f/n SVO 01apr02; l/n LED 26jun03; was leased to Aeroflot Russian Airlines since 15dec00 l/n DME 08nov04; leased from Komiinteravia since 23oct00; still Tu-134A according to Russian register nov04
	RA-65618(2) HA-926	Tu-134A-3 Tu-134AK	UTair Hungarian Gvt	DME mfd	25mar05 22jul74	leased from Komiinteravia; l/n operational GOJ 01oct08; canx 25oct08; scrapped at SCW sep11 line # 25-01; extended range version with an additional fuel tank; d/d 28aug74; CoFA 29aug74; carried 'Hungarian People's Republic' titles in Hungarian and English; first service 28/30oct74 BUD-HAN-BUD; l/n CGN 11jun75
	HA-YSA	Tu-134AK	Hungarian Gvt	rgd	02feb76	carried 'Hungarian People's Republic' titles in Hungarian and English; f/n LHR 03may76; seen LHR 27feb77; underwent maintenance at Minsk 13mar78/23may78; seen HEL 21oct78; last service 27/28apr81 BUD-TIP-BUD
	HA-YSA HA-LBM HA-LBN	Tu-134AK Tu-134AK Tu-134AK	MALÉV Hungarian MoI MALÉV	h/o rgd	04may81 18dec81	converted to passenger interior 05may81; f/f 13may81; first service BUD-BRU-BUD not taken up; 'BM' stood for Belügyminisztérium (Ministry of the Interior) painted in MALÉV c/s 17dec81 after maintenance at Minsk; named 'LbNándor' (a Hungarian given name, but not worn); l/n LHR 13nov82
	HA-LBN	Tu-134A-3	MALÉV			converted 13mar83; still in old c/s; repainted in the new c/s mar90; f/n as such LHR 06apr90; last service 17dec97; canx 23jun98 and ferried to Minsk the same day
	EW-65944 RA-65944	Tu-134A-3 Tu-134A-3	Lukoil Kolavia	rgd rgd	23jun98 04oct99	not taken up, but directly sold as, see below in basic Yamal c/s with 'Kolavia' titles; f/n DME 10jul00; new CoFR issued 16sep03; l/n operational TOF 06feb11; wfu before may11; stored at SGC, l/n may11
	RA-65944	Tu-134A-3	Tsentr-Yug	GOJ	16aug11	in basic Yamal c/s, no titles; new CoFR issued 23nov11; l/n operational PEE 19jul14; sat wfu at CEK, l/n oct18; the hulk was transported by Tehclub on low loaders over a distance of some 6,000 km to Muravynaya probably jul19, assembled and parked there close to the coast of the Ussuri Bay (N43.288161 E132.289882), seen aug20/sep20; still current on register jan21; l/n 28aug21 in poor condition; still visible on GE sep23
17102	CCCP-65831	Tu-134A	AFL/Armenia-EVN	mfd	31jul74	line # 25-02; rgd 28aug74; on charge as of 01oct74; f/n BEY 15feb75; f/n as Tu-134A-3 KUF 12sep87; l/n EVN mar93
17103	EK-65831 EK-65831 HA-927	Tu-134A-3 Tu-134A-3 Tu-134AK	Aeroflot c/s, n/t Armenian Airlines Hungarian Gvt	VKO SOF mfd	07sep93 17apr95 25jul74	l/n EVN mar03/may04 wfu; not reported oct07 line # 25-03; extended range version with additional fuel tank; d/d 29aug74; CoFA 29aug74; carried 'Hungarian People's Republic' titles in Hungarian and English; first service 04oct74 BUD-Moscow-BUD; seen SXF 03nov74; l/n CGN 05may75
	HA-YSB	Tu-134AK	Hungarian Gvt	rgd	09feb76	f/n LHR 23jul76; carried 'Hungarian People's Republic' titles in Hungarian and English; underwent maintenance at Minsk 05jan78- 07mar78; seen LHR 15jul79; last flight 02mar81
	HA-YSB HA-LBO	Tu-134AK Tu-134AK	MALÉV MALÉV	d/d d/d	16mar81 14oct81	f/f 06apr81; returned to Minsk for maintenance aug81/sep81 returned from maintenance in Minsk this day; rgd 03dec81; named 'LbOlga' (a Hungarian given name, but not worn); converted to Tu-134A-3 31jul83; last service 18dec97; canx 01jul98 and delivered to Minsk same day
17106	EW-65942 RA-65942	Tu-134AK Tu-134AK	Lukoil Kolavia	rgd rgd	01jul98 01oct99	not taken up, directly sold as, see below f/n DME 24may00; l/n DME 12jul05; in oct06 fleet list as Tu-134A-3, but not in service; still in operator's certificate apr07
	CCCP-65832 CCCP-65832	Tu-134A Tu-134A	AFL/Belarus-MSQ AFL/North Kavkaz	mfd trf	16aug74 22nov78	line # 25-04; toc 21aug74; rgd 16sep74; f/n KGD 22jun77 according to old Soviet register but no return to Belarus reported, see next lines; trf not mentioned in MGA document
	65832 EW-65832 EW-65832 CCCP-65833 CCCP-65833 CCCP-65833	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Belarussia AI Belarussia AI Belavia AFL/Ukraine AFL/North Kavkaz AFL/Ukraine	SVO SVO SVO toc trf	19mar93 22may94 16may95 22aug74 01nov78	l/n SVO 02sep93; with additional small 'Aeroflot' titles below the cheatline not in 1999 fleet list; l/n MSQ 27mar04, wfu; fate unknown line # 25-05; rgd 16sep74; f/n VKO 27aug75 soc 31dec86 as life-time expired
17109	CCCP-65834 RA-65834 RA-65834	Tu-134A Tu-134A-3 Tu-134A-3	AFL/North Kavkaz-ROV Donavia Donavia	mfd trf SVX	27aug74 25nov93 23aug95	line # 25-06; toc 29aug74; rgd 16sep74; f/n sep75; l/n ULV 09sep92 as Tu-134A-3 f/n ROV 14jul94, in Aeroflot c/s and titles in Aeroflot c/s, no titles; seen ROV may96; soc 06aug98 as life-time expired; canx 17aug98; l/n jul22, derelict; moved to a new location by mar24 (N47.257864 E39.812669)
17112	CCCP-65835 EY-65835	Tu-134A Tu-134A-3	AFL/Tajikistan-LBD Tajik Air	mfd DME	30aug74 04jul94	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 in basic ex Aeroflot c/s with Tajik tail logo, no titles; Tajik Air was renamed Tajikistan Airlines; was leased to Kavkazskiy Aviatrassy sep95; l/n VKO 02jun96
17113	EY-65835 CCCP-65836	Tu-134A-3 Tu-134A	Tajikistan AI AFL/Georgia-SUI	KHI mfd	28mar97 23aug74	in full c/s with Tajikistan titles; l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD line # 25-08; toc 03sep74; rgd 12dec74; opb 297 LO; f/n LED 05sep81; dbr 14aug82 on take-off from Sukhumi for a flight to Moscow-Vnukovo when L-410M CCCP-67191 unlawfully entered the runway in the path of the Tu-134A, the crew of the Tu-134A aborted the take-off, but the remaining distance was not sufficient and the right wing of the Tu-134A hit the L-410M at a speed of 216 km/h, the right wing of the Tu-134A was destroyed and the fuselage suffered structural damage, all 6 crew and 76 passengers escaped unhurt; t/t 17,003 hours and 10,406 cycles; soc and canx 16sep82
17114	CCCP-65837 RA-65837 RA-65837	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Leningrad Aeroflot Pulkovo Avia	mfd AMS trf	18sep74 14oct92 22nov94	line # 25-09; toc 20sep74; rgd 09oct74; f/n AMS 16oct74; l/n LED 05sep92 l/n LED 09jun94 seen AMS 20oct96, in full Aeroflot c/s and titles; l/n HAJ 17apr97; soc and canx 05jun97 as life-time expired
18116	CCCP-65838 RA-65838 RA-65838	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd PRG trf	23sep74 21oct92 31aug94	line # 25-10; toc 03oct74; rgd 18oct74; l/n PRG 1992 as CCCP and not a A-3 model l/n TJM 15may95, Aeroflot c/s and titles; soc 03apr97 as life-time expired; canx 25jun97
18117	CCCP-65839	Tu-134A	AFL/Moldova-KIV	mfd	29sep74	line # 26-01; toc 03oct74; rgd 10nov74; f/n sep77; w/o 19may79 on the leg from Novosibirsk to Ufa of a flight from Novosibirsk to Chisinau when deviated from the glide path on final approach at night, touched down with the wheel brakes locked (destroying all tyres) and veered off the runway, the left main gear broke and the left wing hit the runway, rupturing a fuel tank, the aircraft caught fire and burnt out, 2 of the 6 crew and 8 of the 83 passengers injured; t/t 9,994 hours 36 minutes and 6,113 cycles; soc 22jun79
18118	CCCP-65840 RA-65840 RA-65840	Tu-134A Tu-134A Tu-134A	AFL/Komi-SCW Aeroflot Komiavia	mfd LED trf	30sep74 06sep92 22feb94	line # 26-02; toc 03oct74; rgd 15oct74; f/n KBP aug76; photo VKT 1986 f/n SCW 10jun94, in Aeroflot c/s and titles; soc and canx 05mar97 as life-time expired; broken up at Syktyvkar
18120	CCCP-65841 CCCP-65841 CCCP-65841	Tu-134AK Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Ukraine Avialini. Ukrayiny	mfd trf LED	22oct74 16jun77 30may92	line # 26-03 confirmed; toc 04nov74; opb 235 OAO at VKO; rgd 21nov74; f/n SXF 08oct75 l/n KBP 07sep92
18121	UR-65841 CCCP-65842 CCCP-65842	Tu-134AK Tu-134A Tu-134A	Avialini. Ukrayiny AFL/Latvia AFL/Urals-KVX	rgd mfd trf	21jan93 22oct74 24nov80	f/n KBP 17jun93; seen EVN 16may96/13apr01, used for spares; canx 29may96 line # 26-04 confirmed; toc 25oct74; rgd 21nov74 f/n LED 13sep87
	RA-65842 RA-65842	Tu-134A-3 Tu-134A-3	Aeroflot Izhavia	DME trf	25may94 29aug95	f/n IJK 16aug99, in Aeroflot c/s, no titles; soc 23dec96 as life-time expired; canx 08jan97; seen stored at IJK 09feb07, ten years later; l/n IJK 02jun11 as such; broken up at IJK in 2012
18123	CCCP-65843 CCCP-65843 CCCP-65843 RA-65843 RA-65843	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/Lithuania AFL/Urals-KVX AFL/Privolzhsk Bashkirian AI Bashkirian AI	mfd trf trf trf KRR	26oct74 03jun88 30aug91 01jul92 20sep94	f/n ROV 06aug88 seen UFA 13jun94, in Aeroflot c/s and titles seen UFA 13aug99, wfu but still in fleet list 31dec00; l/n 12aug01; canx 07dec01; soc 18oct02 as life-time expired
18125	CCCP-65844 CCCP-65844 RA-65844 RA-65844	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd trf MRV trf	31oct74 1978 mar93 15dec94	line # 26-06; toc 05nov74; rgd 21nov74; f/n feb75 photo KZN 1979 no reports; probably never painted in KavMinVody Avia colours; current on Russian register sep01/mar03; soc 11mar04 as life-time expired; broken up at MRV
23128	OK-EFJ	Tu-134A	CSA	d/d	21nov74	line # 26-07; rgd 25nov74; f/n LHR 13mar75; trf to CSA Czech Airlines 01jan93, but titles were not changed; l/n PRG 18aug94, wfu 23jan95; canx 26oct95; broken up at PRG oct95; cockpit seen Kbely sep96; preserved in hanger B of the CSA training centre at (N50.095798 E14.285441) PRG, f/n jan07; l/n apr24
23130	OK-EFK	Tu-134A	CSA	d/d	22nov74	line # 26-08; rgd 25nov74; f/n LHR 07dec74; trf to CSA Czech Airlines 01jan93, but titles were not changed; l/n BLQ 10sep94; wfu 30jan95, canx 26oct95; broken up at PRG oct95
23131	CCCP-65845 CCCP-65845 RA-65845 RA-65845 RA-65845 RA-65845	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Belarus-MHP AFL/Belarus-KGD Kaliningradavia Aeroflot c/s, n/t Sibaviatrans Orenburg Airlines	mfd trf trf VKO rgd DME	23nov74 03feb79 20jan94 11jun01 20jul01 29nov06	line # 26-09; toc 28nov74; rgd 17dec74 f/n SVO 19jul88; trf to Russia 06aug90; l/n VKO 21mar93 f/n KGD 03jul94, Aeroflot c/s and titles; l/n as such GRO 21aug99 l/n VKO 08jul01 in basic Aeroflot c/s; f/n KJA 01oct01; wfu KJA, no engines, l/n KJA jun06
23132	CCCP-65846 RA-65846 RA-65846	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk AI	mfd LED trf	28nov74 20jul93 22feb94	operator's certificate revoked 05oct08; stored at KJA, l/n oct09 line # 26-10; rgd 17dec74; on charge as of 01jan75; f/n VKO 27aug75; l/n LED 06sep92 as Tu-134A-3
23135	CCCP-65847 RA-65847 RA-65847 RA-65847 RA-65847	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-REN Aeroflot Orenburg Airlines TyumenAviaTrans UTair	mfd DME trf rgd rgd	04dec74 05may94 25nov95 18may01 11feb03	f/n OVB jun96 f/n VKO 02jun01; l/n VKO 21aug01 f/n SGC 25aug03; l/n LED 29aug03 l/n DME 22aug06; not in Orenair fleet list 15jan08 due to retirement; seen REN (N51.787887 E55.468338) mar11/aug11 wfu, still with Orenburg Airlines titles; reportedly used as a simulator until 2019 when it fell into complete disrepair
23136	CCCP-65848	Tu-134A	AFL/Armenia-EVN	mfd	11dec74	line # 27-02 confirmed; toc 19dec74; rgd 23jan75; f/n DME 27aug75; reported as such HRK 31may87 in an incident report; l/n LED 07sep92, Tu-134A-3 by this date

	EK-65848 EK-65848	Tu-134A-3 Tu-134A	Armenian Airlines Air Armenia	MHP EVN	09sep93 13oct07	l/n EVN 25may04, stored canx 30dec08; in basic Armenian Airlines with 'Air Armenia' titles, wfu/parked at the Air Armenia maintenance facility; version painted as such; l/n 06jan10/01mar12; seen jul14/aug14, with registration painted out; transported to Hrazdan (N40.505778 E44.743222), f/n oct23; photo exists line # 27-03; on charge as of 01jan75; rgd 22jan75; reported Novyy Urengoy-Yagheinoye 29nov89 in an accident report; soc 26jun90 due to the accident and canx 23jun90 line # 27-04; toc 24dec74; rgd 20jan75; soc 30jan87 as life-time expired; canx 1987 with 15,000 cycles; seen SCW jun94/jul94, derelict; not seen jul05, possibly broken up line # 27-05; on charge as of 01jan75; rgd 23jan75; f/n AMS 05mar75; seen LHR 08oct88 as Tu-134A-3; l/n AMS 20sep92 l/n PRG 14aug94 seen HEL 11jul95, in full Aeroflot c/s and titles; soc 21nov96 as life-time expired; canx 26dec96; broken up line # 27-06; toc 08jan75; rgd 04feb75; f/n MUC 20mar75; seen CWC autumn 1991, with Aeroflot titles and without flag on the fin; l/n KBP 07sep92, as such f/n VKO 17may93; l/n KBP 18mar97; canx 04nov96 line # 27-07; toc 18jan75; rgd 14feb75; f/n UFA late 1977
23138	CCCP-65849	Tu-134A	AFL/Ukraine-HRK	mfd	19dec74	
23240	CCCP-65850	Tu-134A	AFL/Komi-SCW	mfd	18dec74	
23241	CCCP-65851	Tu-134A	AFL/Leningrad	mfd	23dec74	
23244	RA-65851 RA-65851 CCCP-65852	Tu-134A-3 Tu-134A-3 Tu-134A	Aeroflot Pulkovo Avia AFL/Ukraine	BRU trf mfd	17oct92 22nov94 13dec74	
23245	UR-65852 CCCP-65853 CCCP-65853 CCCP-65853 CCCP-65854	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Avialini. Ukrayiny AFL/Privolzhsk-REN AFL/Ukraine AFL/GosNII GA AFL/Leningrad	rgd mfd trf trf mfd	26jan93 14jan75 15feb90 apr90 10jan75	canx 21nov90 line # 27-08; toc 18jan75; rgd 11feb75; f/n CGN 13apr75; seen LHR 06may89 as Tu-134A-3; l/n LED 05sep92 l/n HEL 09jun94 seen HEL 04aug95, in full Aeroflot c/s and titles; soc 18oct96 as life-time expired; canx 11feb97; broken up line # 27-09; rgd 13mar75; initially opb 5 ae 10 okbon at Chkalovski; trf to 2 ae 354 apon at Chkalovski dec81; personal aircraft of the commander-in-chief of the Soviet Air Force, Marshall P.S. Kutakhov; f/n Spereberg 23jun76 initially opb 8 adon at Chkalovski; CofR renewal to 223 LO 09jan01; t/t 8,194 hours and 6,128 cycles by 01jul02; trf to an unknown unit, date not known; seen CKL 13aug12, still with Aeroflot titles; l/n CKL 17jul18 line # 27-10; toc 10feb75; rgd 27feb75 in Aeroflot c/s; f/n DME 12apr92 as Tu-134A-3; l/n ZIA 16aug92 probably opb STIGL; used by several Chechen leaders to flee to Cairo 04dec94; trf to ?? 28dec94; l/n VKO 15may95; damaged 24oct95 during an assault of Russian special forces on the airport of Sleptovskaya (Ingushetiya) when was hit by several stray bullets; obviously not repaired; canx 17apr98; preserved at Ordzhonikidzevskaya Ingushetiya; photo as such taken in 2003; GE in 2013 shows it has moved to the far side of the airport (N43.314459 E45.031815) and been replaced by a Mig-29; still visible on GE nov22 line # 28-01; toc 25feb75; rgd 28mar75; opb 141 LO, was the first Tu-134 based at Tallinn; w/o 03may85 on the leg from Tallinn to Lviv of a flight from Tallinn to Kishinyov, while flying in clouds at a height of 3,900 metres the aircraft collided 6 km north-west of Zolochiv with Soviet Air Force An-26 "101" red" (c/n 9506, call-sign CCCP-26492) due to ATC error and crashed, all 6 crew and 73 passengers killed; t/t 18,548 hours and 12,306 cycles; canx 30may85; soc 17jun85 line # 28-02; toc 21feb75; rgd 01apr75; f/n mar78
23248	RA-65854 RA-65854	Tu-134A-3 Tu-134A-3	Aeroflot Pulkovo Avia	HEL trf	13nov92 22nov94	
23249	CCCP-65679	Tu-134AK	Soviet AF/AFL c/s	mfd	22feb75	
	RA-65679	Tu-134AK	Russian AF/AFL c/s	Rzd	20aug95	
23252	CCCP-65855 CCCP-65855 RA-65855	Tu-134A Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-VOG MAP EMZ Myasishch. Aeroflot c/s, n/t	mfd trf ZIA	10jan75 16feb89 31aug93	
23253	CCCP-65856	Tu-134A	AFL/Estonia-TLL	mfd	20feb75	
23255	CCCP-65857 CCCP-65857 CCCP-65857 4L-65857 4L-65857 CCCP-65858 CCCP-65858 CCCP-65858	Tu-134 Tu-134 Tu-134 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A-3	AFL/Latvia AFL/Lithuania-VNO AFL/Georgia-TBS Aeroflot c/s, n/t Air Zena AFL/Lithuania AFL/N.Kavkaz-GRV Aeroflot	mfd trf trf SHJ TBS mfd trf VKO	20feb75 19dec80 30may88 08may94 oct99 10feb75 28mar88 25jan94	l/n TBS 17jun97; not in 1998 fleet list not in 2001 fleet list, fate unknown line # 28-03; toc 27feb75; rgd 20mar75 f/n LED 22sep91 trf to STIGL in early 1990s; no flag on fin (all-white tail); probably damaged in an air raid by the Russian Air Force on Grozny Severny 24nov94 and finally destroyed during the subsequent air raids between then and 01dec94; soc 01jan99 line # 28-04; toc 01mar75; rgd 20mar75
23264	CCCP-65859 RA-65859 RA-65859 CCCP-65860	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A	AFL/Tyumen-TJM Aeroflot Tyumen Airlines AFL/Privolzhsk-REN	mfd VOG trf mfd	13feb75 31aug93 31aug94 28feb75	f/n TJM 14may95; canx 17apr98; soc 20apr98 as life-time expired; l/n TJM 27jul00 wfu line # 28-05; toc 05mar75; del to REN 28may75, first Orenburg-based Tu-134; rgd 02jun75; f/n DME 30aug88; seen DME 16apr92 as Tu-134A-3; l/n DME 16aug92 f/n DME 04may94, Aeroflot c/s and titles
	RA-65860 RA-65860 RA-65860	Tu-134A-3 Tu-134A-3 Tu-134A-3	Orenburg Airlines Orenburg Airlines TyumenAviaTrans	REN trf rgd	24nov93 21apr97 23may01	f/n VKO 02jun01; l/n as such VKO 16aug01; soc and canx 23jan02 as life-time expired; seen REN 26aug03/28aug04 without titles (in basic Aeroflot c/s ?); wfu (wing spar cut) at REN; l/n oct07 line # 28-06; toc 08mar75; rgd 25mar75; f/n LED sep87; see c/n 1351407; l/n SVO 30jun92 soc 15jan96 as life-time expired; l/n MSQ 09sep94/12may96, still in basic ex Aeroflot c/s, white tail, engineless seen at the MChS Belarus training site at Svetlaya Roscha, (N54.33398819 E28.38845825) together with Tu-154 EW-85748, An-26 SP-FPL and Yak-40 UR-YVS; photo comparison confirms ex EW-65861(1) line # 28-07; toc 07mar75; rgd 28mar75; f/n AMS 07jul76; reported LED 27dec87 in an incident report; seen SXF nov89 as Tu-134A-3; l/n LED 06sep92 l/n LED 10jun94 seen HAM 05nov95, in full Aeroflot c/s and titles; soc 23jul97 as life-time expired; canx 06aug97; broken up line # 28-08; toc 21mar75; rgd 07apr75; f/n sep75; l/n LWO 1991
28269	CCCP-65861(1) EW-65861(1)	Tu-134A Tu-134A	AFL/Belarus-MSQ Belavia	mfd MSQ	28feb75 10jul94	f/n ROV 13may96, Aeroflot c/s, no titles; l/n VKO 16apr97; current in fleet list dec02 f/n LED 22oct01; l/n ROV nov04/jan05, stored; soc 23dec04 as life-time expired line # 28-09; on charge as of 01apr75; rgd 07may75; f/n DUS 12may75; reported EVN 24jan83 in an incident report; l/n KBP 07sep92 f/n VKO 21mar93; l/n KBP 22sep94; canx 04nov96 line # 28-10; toc 29mar75; rgd 21jul75; f/n SXF 16apr77; seen as Tu-134A-3 VKO 11apr91; still CCCP-17jul93 in basic ex Aeroflot c/s with titles and logo on the fin; l/n TBS 17jun97; not in 2001 fleet list; seen bare metal MHP aug07/may16 with '65865' on nose wheel door line # 29-01; toc 16apr75; rgd 14may75; f/n DME late 1977; Tu-134A-3 by apr92; l/n SVO 14aug92
28270	CCCP-65862 RA-65862 RA-65862	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Leningrad Aeroflot Pulkovo Avia	mfd HEL trf	28feb75 09feb93 22nov94	soc and canx 13jan00 as life-time expired; broken up at Syktyvkar line # 29-02, not a VIP aircraft, without rear door; toc 25apr75; opb 235 OAO at VKO; f/n DUS 07jun75
28283	CCCP-65863 RA-65863 RA-65863 RA-65863	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-ROV Aeroflot Donavia Aeroflot-Don	mfd VKO trf rgd	18mar75 05jul93 25nov93 05oct01	f/n IST jun97; canx 13jan00 as to Komiinteravia, but never actually transferred; soc and canx 06dec01 as life-time expired; broken up at GOJ line # 29-03; toc 29apr75; rgd 16may75; opb 235 OAO at VKO; f/n VIE 20may75 still 'CCCP-' 03nov93; l/n VKO 21apr94 as Tu-134A-3, with 'Aeroflot' logo, but no titles or flag (all-white tail) taken in Sudan, basic Aeroflot c/s with all-white tail, titles not visible on the photo owned by Vaynakhavia; a Tu-134 in AZZA c/s was seen KRT 14mar01 wfu, probably this one; registration current on Russian register feb98/sep01 but not current mar03; see also c/n 49080 c/n not confirmed 1; canx before jan07 line # 29-04; toc 22apr75; rgd 20may75; f/n DME late 1977; reported VOG 20sep87 in an incident report
28284	CCCP-65864	Tu-134A	AFL/Ukraine-KBP	mfd	15mar75	seen VOG 09aug01/aug04, Aeroflot c/s, apparently wfu ?; line # 29-05; toc 22apr75; rgd 16may75; f/n SXF 24jun75 l/n KBP 08sep92, as Tu-134A-3 l/n VKO 15may95 l/n KGD (N54.892168 E20.589588) 20apr05, stored without engines and equipment, still in full Aeroflot c/s; l/n KGD 20apr05 line # 29-06; toc 30apr75; f/n FRA 17may75; rgd 25jun75; a wheel on the starboard main gear overheated during an aborted take-off at Kiev-Borispol 28jun81, took off again and exploded after touchdown at Simferopol, puncturing a fuel tank and causing a massive fire, t/t 11,492 hours 50 minutes and 8,206 cycles; soc 23feb82 line # 29-07; toc 05may75; rgd 10jun75; f/n HEL 06sep75; l/n LED 06sep92 l/n LED 09jun94 seen AMS 30mar97, in full Aeroflot c/s and titles; soc 21apr98 as life-time expired; l/n LED 09jul98, as such, derelict; canx 31aug98; broken up line # 29-08; rgd 26may75 f/n SVO 04apr91; soc 25dec87 as life-time expired line # 29-09; toc 22may75; f/n FRA 18oct75; reported IFO 23jul87 in an incident report; soc 19nov87 as life-time expired; l/n RIX 09sep93, derelict used as a fire-trainer; registration on right-hand side and under wings only, no engines, windows or doors; carried red 'Training' titles; seen 07oct05 with burn marks and 'Titair' titles on partly grey fuselage, apparently for a movie; seen RIX (N56.924685 E23.960984) sep13/jun15; l/n in overall graffiti c/s mar16/aug16; not visible on GE after sep16 line # 29-10; toc 22may75; rgd 13jun75 f/n BAK mar88 in basic Aeroflot c/s, white tail with Hemus Air titles l/n LBD 25may93; to Tajik Air in 1993 which was renamed Tajikistan Airlines soc by 1997; still in fleet list 01nov04 and in fleet list 02oct07 awaiting to be disposed of
28286	UR-65864 CCCP-65865	Tu-134A Tu-134A	Avialini. Ukrayiny AFL/Georgia-TBS	rgd mfd	28jan93 27mar75	
	4L-65865	Tu-134A-3	GACO Kavkasia	VNO	26may95	
28292	CCCP-65866 RA-65866 RA-65866	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Komi-SCW Aeroflot Komiavia	mfd RJK trf	apr75 06nov92 22feb94	
28296	CCCP-65867 CCCP-65867 RA-65867 RA-65867	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Privolzhsk-GOJ Aeroflot Nizhni Novgorod Al	mfd rgd DME trf	17apr75 18mar77 06sep93 25nov93	
28305	CCCP-65868 CCCP-65868	Tu-134A Tu-134A	Soviet Gvt/AFL c/s AFL/N.Kavkaz-GRV	mfd trf	15apr75 13may77	
	65868 RA-65868	Tu-134A-3 Tu-134A-3	STIGL AZZA (Sudan)	photo ROV	14may96	
28306	ST-MGC CCCP-65869 RA-65869 RA-65869	Tu-134 Tu-134A Tu-134A-3 Tu-134A-3	not reported AFL/N.Kavkaz-VOG Aeroflot Volga Airlines	SHJ mfd VOG trf	25sep03 17apr75 30aug93 22feb94	
28310	CCCP-65870 CCCP-65870 RA-65870 RA-65870	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Belarus-MHP AFL/Belarus-KGD Aeroflot Kaliningradavia	mfd trf VKO trf	16apr75 1979 21apr94 20jan95	
28311	CCCP-65871	Tu-134A	AFL/Ukraine-KBP	mfd	25jun75	
29312	CCCP-65872 RA-65872 RA-65872	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Leningrad Aeroflot Pulkovo Avia	mfd AMS trf	29apr75 29nov92 22nov94	
29314	CCCP-65873 CCCP-65873	Tu-134A Tu-134A	AFL/Latvia AFL/Privolzhsk	toc trf	08may75 28jun80	
29315	CCCP-65874	Tu-134A-3	AFL/Ukraine-KBP	rgd	23jun75	
	65874	Tu-134A-3	Aeroflot c/s, n/t	RIX	11sep94	
29317	CCCP-65875 CCCP-65875 CCCP-65875 CCCP-65875 EY-65875	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Latvia AFL/Tajikistan-LBD Hemus Air Aeroflot Tajikistan Al	mfd trf NTE LED no	21may75 04oct80 17oct90 23may93 reports	

31218	DM-SCW	Tu-134AK	EGAF/Interflug c/s	mfd	22may75	line # 30-01; rgd 07jun75; toc 10jun75; opb TG-44 at Marxwalde; had East German Air Force serial '179' allocated; seen LHR 06sep76 and LHR 04jun77
	DDR-SCW	Tu-134AK	EGAF/Interflug c/s	r/r	23oct81	
	DDR-SCW	Tu-134AK	Interflug	trf	27may82	
	D-AOBK	Tu-134AK	Interflug	rgd	03oct90	
	CCCP-65619(2)	Tu-134AK	Komiavia	rgd	11jul91	f/n SXF 03oct90
	RA-65619(2)	Tu-134AK	Aerotrasservice	PRG	24dec95	f/n SXF 04oct90; l/n SXF 24aug91
	RA-65619(2)	Tu-134AK	Aeroflot	IST	18mar96	f/n SXF 19sep91, Interflug c/s with Soviet flag; see c/n 8350401
	RA-65619(2)	Tu-134AK	Komiinteravia	IST	06nov97	leased from Komiavia
	UN-65619(2)	Tu-134A-3	Atyrau Airways	VIE	28feb02	l/n SVO 16may95
	UP-T3405	Tu-134A-3	Kazakhstan Emercom	ALA	15oct08	in basic Aeroflot c/s, no titles; soc and canx 30jan02 as sold to Kazakhstan
						VIP aircraft; named 'Venera'; l/n DXB 23mar08
						in standard c/s with 'TZHM' titles; c/n confirmed; has the Tu-134AK style emergency door on the left rear fuselage; seen GUV 07jun13 with additional small 'Kazaviakutkaru' titles; l/n TSE 24may14 reportedly stored; was offered for sale 15jan18, nothing since
31220	CCCP-65876	Tu-134A	AFL/Tajikistan-LBD	mfd	29may75	line # 30-02; toc 07jun75; rgd 26jun75; f/n KBP sep82; still CCCP- 20jul93; to Tajik Air in 1993 which was renamed Tajikistan Airlines
	EY-65876	Tu-134A-3	Sasco Air Lines	SHJ	13jan96	returned to Tajikistan Airlines, date not known
	EY-65876	Tu-134A-3	Tajikistan Al	rgd	21may96	
	EY-65876	Tu-134A-3	all-white c/s, n/t	VKO	01jul98	with Russian flag behind cockpit, unknown tail logo; was leased to Kavkazskije Aviatrassy jul97/jul98
	EY-65876	Tu-134A-3	Tajikistan Al	ALA	13may99	a wing was damaged by a bullet at LBD 06nov98; in full c/s, no titles; l/n SHJ jul99; still in fleet list 30sep00, not in fleet list 01nov04
31250	CCCP-65877	Tu-134A	AFL/Ukraine-HRK	mfd	30jun75	line # 30-03; toc 03jul75; rgd 29jul75; f/n BUD 02oct78
	UR-65877	Tu-134A-3	Avialini. Ukrayiny	rgd	22jan93	f/n HRK 15jul93; opb Avialiniy Kharkova; l/n VKO 07sep93
	UR-65877	Tu-134A-3	Adjarian Airlines	VKO	25aug95	leased from Avialiniy Kharkova; l/n HRK 04may98; seen wfu at HRK may08/mar09, still as Adjarian Airlines; canx 13aug08
31260	CCCP-65878	Tu-134A	AFL/Privolzhsk-GOJ	mfd	17jun75	line # 30-04; on charge as of 01jul75; rgd 22jul75; f/n DME early78
	CCCP-65878	Tu-134A	AFL/Privolzhsk-KUF	trf	<jun86	soc and canx 05apr88 as life-time expired; seen KUF 25apr93, derelict
31265	CCCP-65879	Tu-134A	AFL/Latvia	mfd	07jun75	line # 30-05; toc 29jun75; rgd 17jul75; f/n VKO late 1977
	CCCP-65879	Tu-134A	AFL/Georgia-TBS	trf	12oct80	
	CCCP-65879	Tu-134A	AFL/Georgia-SUI	trf	earl90s	to Tu-134A-3 by jul92; l/n VKO 05sep93
	4L-65879	Tu-134A-3	Adjal Avia/Taifun	VKO	16jun94	with dark blue undersides and tail, red cheatline and small titles on lower fuselage; l/n TBS 17jun97; reported for Abavia
						with dark blue undersides and tail, red cheatline and without titles, wfu missing engines and ailerons; l/n may11; broken up at TBS jun11/jul11
35180	181	Tu-134AK	East German AF	mfd	30jun75	line # 30-06; registered 1975; call-sign DM-VBD
	DDR-SDC	Tu-134AK	Interflug	rgd	09mar82	f/n LGW 30oct82
	D-AOBN	Tu-134AK	Interflug	rgd	03oct90	f/n SXF 03oct90
	CCCP-65620(2)	Tu-134AK	Komiavia	rgd	11jul91	f/n SXF 19aug91, Interflug c/s with Soviet flag; see c/n 8350402
	RA-65620(2)	Tu-134A-3	Aeroflot	SVO	22may94	
	RA-65620(2)	Tu-134A-3	Komiinteravia	trf	05may95	
	RA-65620(2)	Tu-134A-3	Aviaprima	SHJ	24nov95	l/n IST 14apr97; leased from Komiinteravia
	RA-65620(2)	Tu-134A-3	Komiaviatrans	BOU	03sep98	l/n SVO 26apr01; reported for Komiinteravia
	RA-65620(2)	Tu-134A-3	no titles	SVO	11may01	
	RA-65620(2)	Tu-134A-3	Komiinteravia	SVO	16aug01	l/n LED 29aug04
	RA-65620(2)	Tu-134A-3	Utair	VKO	24jun05	l/sf Komiinteravia; l/n VKO 18jul10
	RA-65620(2)	Tu-134A-3	Utair Express	ROV	19aug10	l/n LED 15jun12; seen SCW 04jul12/31oct14. parked; broken up 08nov14
35200	CCCP-65880	Tu-134AK	Soviet Gvt/AFL c/s	mfd	20aug75	line # 30-07; toc 29aug75; opb 235 OAO at VKO; rgd 02oct75; f/n SXF 15oct75
	CCCP-65880	Tu-134AK	AFL/Centr.Reg.-VOZ	trf	26may78	
	RA-65880	Tu-134AK	Aeroflot	VKO	15may93	
	RA-65880	Tu-134AK	Voronezhavia	trf	01aug94	also reported as executive aircraft; f/n VKO 16apr97; l/n VKO 21aug99
	RA-65880	Tu-134AK	Sirius Aero	VKO	16aug01	with very small titles; leased from Voronezhavia 11feb00/20jul05; l/n as such VKO 18aug03; l/n VOZ 01sep04, titles not reported
	RA-65880	Tu-134A-3	Voronezhavia	wfu	2004	t/t about 35,000 hours; preserved near the terminal at Voronezh-Chertovitskoye (N51.811118 E39.224744) since may05, l/n 07oct21
35220	CCCP-65881	Tu-134AK	Soviet Gvt/AFL c/s	mfd	21nov75	line # 30-08; toc 08dec75; rgd 12dec75; opb 235 OAO; f/n CGN 25mar76; l/n HEL 31dec77
	CCCP-65881	Tu-134AK	AFL/Centr.Reg.-VOZ	trf	13oct78	l/n LED 06sep92 as Tu-134A-3
	RA-65881	Tu-134A-3	Aeroflot	VKO	28aug93	
	RA-65881	Tu-134A-3	Voronezh Avia	trf	01aug94	f/n MHP 13may96; l/n VOZ 10aug99
	RA-65881	Tu-134A-3	Sibaviatrans	rgd	03dec99	f/n VKO 22may00; seen with additional '5 let' (5 years) titles 09mar01/27jul02; repainted in white c/s with blue and red trim, f/n as such OVB 13mar07; l/n as such KUF 31may07; seen OVB 01mar08 with additional 'Samarajarenda' titles; l/n operational DME 17aug08; operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; offered for sale by Sberbank 17dec08 and sold to Roman A. Sudakov of Krasnoyarsk 09jun11; stored at KJA, l/n oct09 as such; photo oct14, with outer wings removed
35270	CCCP-65882	Tu-134A	AFL/Estonia-TLL	toc	22jul75	line # 30-09; rgd 06aug75; f/n VKO 27aug75; l/n SVO 02jun92
	ES-AAH	Tu-134A	Estonian Air	SVO	08jun92	in full Aeroflot c/s with 'Aeroflot' titles
	ES-AAH	Tu-134A	Estonian Air	TLL	27aug93	seen TLL aug97/aug99, stored
35300	CCCP-65883	Tu-134A	AFL/Arkhangel.-ARH	toc	21jul75	line # 30-10; rgd 12aug75; f/n LED 1978; trf 02mar78 to the Kirsanov technical School; soc 23may82 as worn out; seen Kirsanov (N52.646551 E42.771319) aug99/mar22
36150	CCCP-65884	Tu-134A	AFL/Armenia-EVN	mfd	30jul75	line # 31-01; on charge as of 01oct75; rgd 28aug75; f/n FRA 06jun76; l/n KBP 13apr92
	EK-65884	Tu-134A	Aeroflot c/s, n/t	VKO	05jul93	seen VKO 23aug95; l/n EVN 16may96/19jun97 as Tu-134A-3, wfu; broken up by aug00
36160	CCCP-65885	Tu-134A	AFL/Azerbaijan	rgd	27aug75	line # 31-02; on charge as of 01oct75; f/n DME 27aug75
	CCCP-65885	Tu-134A	AFL/Leningrad	trf	17nov83	f/n LED 12jul87; l/n LED 05sep92
	RA-65885	Tu-134A	Aeroflot	AMS	28oct92	l/n LED 09jun94
	RA-65885	Tu-134A	Pulkovo Avia	trf	22nov94	seen KBP 13oct95, in full Aeroflot c/s and titles; soc 28may96 as life-time expired; canx 10jul96; broken up
36165	CCCP-65886	Tu-134A	AFL/Latvia	mfd	27jul75	line # 31-03; toc 05aug75; rgd 15aug75
	CCCP-65886	Tu-134A	AFL/Georgia-SUI	trf	30may80	f/n VKO 20aug92
	CCCP-65886	Tu-134A	AFL/Georgia-TBS	trf	unknown	l/n TBS 16may96/17jun97, stored, as Tu-134A-3
36170	CCCP-65887	Tu-134A	AFL/N.Kavkaz-MRV	toc	28jul75	line # 31-04; mfd given as 13aug75 l; rgd 02sep75
	RA-65887	Tu-134A	KavMinVody Avia	trf	15dec94	in full Aeroflot c/s; f/n MRV 15may96; stored without engines at MRV; soc 11mar04 as life-time expired; l/n MRV 25jun06; broken up at MRV
36175	CCCP-65888	Tu-134A	AFL/Latvia	mfd	19aug75	line # 31-05; toc 22aug75; rgd 08sep75; f/n VKO 27aug75
	CCCP-65888	Tu-134A	AFL/Ukraine	trf	26jun80	f/n Krzywa-Osla 20aug90
	UR-65888	Tu-134A-3	Avialini. Ukrayiny	HRK	15jul93	l/n HRK 23jun97; seen HRK 04may98/27apr99, no titles, wfu
38010	CCCP-65889	Tu-134A	AFL/Privolzhsk-KUF	mfd	18aug75	line # 31-06; c/n given as 32010 in MGA document; toc 02sep75; rgd 02mar76; f/n TJM 09jan79; reported KZN 15sep87 in an incident report; l/n SVO 16may91, Tu-134A-3 by this date
38020	RA-65889	Tu-134A-3	Samara	trf	24nov94	f/n KUF 19may96; l/n KUF 16sep97; soc 06oct00 as life-time expired; canx 11oct00
	CCCP-65890	Tu-134A	AFL/Lithuania	toc	04sep75	line # 31-07; rgd 12sep75
	CCCP-65890	Tu-134A	AFL/Estonia-TLL	trf	05dec88	on charge as of 01jan89 according to MGA document; f/n SVO 01aug90; l/n SVO 16may91, as Tu-134A-3
	ES-AAP	Tu-134A-3	Aeroflot	SVO	30jun92	with Aeroflot titles, white tail
	ES-AAP	Tu-134A-3	Aeroflot c/s, n/t	SVO	20aug92	never had 'Estonian' titles; seen with 'Airport Fire Training' titles TLL aug97/dec04 and used as such; seen TLL dec04/nov15 derelict, without titles, CCCP-65890 bleeding through; seen jun16, now painted in all over red/orange/yellow c/s and adorned with various artwork; l/n oct22 (N59.415253 E24.871550)
38030	CCCP-65891	Tu-134A	AFL/Komi-SCW	mfd	30aug75	line # 31-08; toc 05sep75; rgd 12sep75; f/n LED 05may89; Tu-134A-3 by apr92; l/n LED 07sep92
	RA-65891	Tu-134A-3	Komiavia	trf	22feb94	f/n SCW 10jun94, Aeroflot c/s and titles; soc and canx 13jan00 as life-time expired; broken up at Syktyvkar
38040	DM-SDE	Tu-134AK	EGAF/Interflug c/s	mfd	18sep75	line # 31-09; rgd 21sep75; had East German Air Force serial '183' allocated but never wore this; see c/n 1351304; l/n SXF 30apr80
	DDR-SDE	Tu-134AK	EGAF/Interflug c/s	rgd	07jul81	
	DDR-SDE	Tu-134AK	Interflug	trf	mar85	
	D-AOBO	Tu-134AK	Interflug	rgd	03oct90	seen DUS 29mar91; l/n SXF 24aug91
	CCCP-65608(2)	Tu-134AK	Interflug	SXF	13sep91	with Soviet flag; rgd 11jul91 to Komiavia according to Soviet register, see previous and next lines; see c/n 6350105
	CCCP-65608(2)	Tu-134AK	AFL/Komi-SCW	toc	08feb92	f/n SVO 16apr92; l/n SVO 11sep92; in basic ex-Interflug c/s
	CCCP-65608(2)	Tu-134AK	Harco Air	PRG	07feb94	in basic ex-Interflug c/s
	CCCP-65608(2)	Tu-134AK	Komiavia	trf	22feb94	
	RA-65608(2)	Tu-134AK	Harka Air	SCW	10jun94	leased from Komiavia; in basic ex-Interflug c/s; l/n SVO 09feb95
	RA-65608(2)	Tu-134AK	ex Interflug c/s	SVO	03jul95	no titles
	RA-65608(2)	Tu-134AK	Komiavia	SVO	aug96	l/n LED may99; reported for Komiinteravia
	RA-65608(2)	Tu-134AK	KrasAir	KJA	03jun01	l/n SCW dec01; leased from Komiinteravia, but returned as not in KrasAir fleet list jan02
	RA-65608(2)	Tu-134AK	TAT Leasing Comp	rgd	12feb03	to UTair, never seen as such
	RA-65608(2)	Tu-134AK	no titles	KUF	29may05	white/grey c/s; l/n VKO 11aug05
	RA-65608(2)	Tu-134AK	UTair	VKO	24jun06	in all-white c/s with small 'UTair' titles; Tu-134A-3 VKO 05oct08; l/n SCW 03oct14, as such; broken up at SCW by 28jan15
38050	CCCP-65892	Tu-134A	AFL/Belarus-MSQ	mfd	15sep75	line # 31-10; d/d 19sep75; toc 19sep75; rgd 01oct75; f/n MHP 16may76
	CCCP-65892	Tu-134A	MALÉV	d/d	03apr78	full Aeroflot c/s with additional 'MALÉV' titles and Hungarian flag; compensation for loss of HA-LBC; first MALÉV service 15apr78 BUD-OTP-IST-OTP-BUD; named 'Michurin/Papagály (parrot) Maszoviet ect.' (a Hungarian given name) but not worn
	HA-LBL	Tu-134A	MALÉV			allocated but not used due to Soviet restrictions
	CCCP-65892	Tu-134A	MALÉV		10jan80	was last MALÉV service; 'MALÉV' titles and flag removed 21jan80
	CCCP-65892	Tu-134A	Aeroflot	ret	24jan80	in full Aeroflot c/s; l/n MSQ 08sep93
	EW-65892	Tu-134A	Belavia	SVO	03may94	soc 15jan96 as life-time expired; l/n MSQ 12may96
40120	CCCP-65893	Tu-134A	AFL/Georgia	mfd	25sep75	line # 32-01; toc 02oct75; rgd 14oct75; opb 297 LO of Sukhumski OAO; f/n VKO 23apr89
	CCCP-65893	Tu-134A-3	AFL/Georgia	VKO	23feb92	opb 297 LO of Sukhumski OAO (ceased to exist mar92); l/n VKO 05jun92
	65893	Tu-134A-3	Georgian ATD	no	reports	Georgian Air Transportation Department; probably still in Aeroflot c/s; w/o 21sep93 on a flight from Sochi to Sukhumi when was shot down on final approach to Sukhumi by Abkhaz troops who fired a "Strela-2"

40130	CCCP-65894 RA-65894 RA-65894	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Leningrad Aeroflot Pulkovo Avia	mfd AMS trf	30sep75 08oct92 22feb94	shoulder-fired SAM from a patrol boat off the coast, the aircraft was hit at a height of some 300 metres, caught fire, went out of control and crashed into the sea about 2 km off the coast, all 5 crew members and 22 passengers (mostly Russian and foreign journalists) were killed line # 32-02; toc 03oct75; rgd 21oct75; f/n AMS 17mar76; Tu-134A-3 by aug90; l/n LED 07sep92 l/n LED 09jun94 seen SVO 18apr94, in full Aeroflot c/s and titles; l/n SVO 21jun96 as such; soc 28oct96 as life-time expired; canx 31oct96; broken up line # 32-03; toc 28nov75 rgd 04aug76; f/n KJA-Severnoy 1980
40140	CCCP-65895 CCCP-65895 CCCP-65895 CCCP-65895 EY-65895	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/GosNII GA AFL/Latvia AFL/Moldova-KIV AFL/Tajikistan-LBD Tajikistan Al	mfd trf trf trf no	29oct75 03jun76 03dec80 07may88 reports	f/n at Moscow airfield 03jun89 in fleet list 01nov04, still in JP-07
40150	DM-SDF DDR-SDF DDR-SDF D-AOBP CCCP-65610(2) CCCP-65610(2) CCCP-65610(2) RA-65610(2) RA-65610(2) RA-65610(2) UN-65610(2) UP-T3406	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A-3	EGAF/Interflug c/s EGAF/Interflug c/s Interflug Interflug Interflug AFL/Komi-SCW Harco Air Harco Air Komiavia Aeroflot c/s, n/t Atrair Airways Kazakhstan Emercom	mfd rgd trf rgd SXF toc KAN MLA trf SVO BUD ALA	20oct75 20aug81 mar83 03oct90 10sep91 31feb92 06aug92 17oct92 22feb94 25apr97 21nov00 26oct08	line # 32-04; rgd 24oct75; had East German Air Force serial '185' allocated; l/n SXF 30apr80 f/n SXF 03oct90; l/n SXF 24aug91 with Soviet flag; see c/n 7350202 rgd 11jul91 to Komiavia according to Soviet register, see previous lines in basic ex Interflug c/s with Harco Air titles and tail logo in basic ex Interflug c/s with Harco Air titles and tail logo f/n SVO 10jul94, in Aeroflot 'blue' c/s and titles l/n IST 20aug98; reported for Komiinteravia; soc 28jun00 and canx 07jul00 as to Kazakhstan f/n as Tu-134A-3 BUD 14mar01; named 'Bayterek'; l/n DME nov07 in standard c/s with 'TZhm' titles; c/n confirmed; l/n ALA 25jan11; seen ALA apr11/02may22 stored; was offered for sale 15jan18 line # 32-05; toc 04nov75; rgd 12nov75; f/n LED 13sep83; reported in an incident report ROV 20mar87 l/n KBP 08sep92; probably damaged in an air raid by the Russian Air Force on Grozny Severny 24nov94 and finally destroyed during the subsequent air raids between then and 01dec94; soc by 01jan01 line # 32-06; toc 14nov75; rgd 26nov75; f/n AMS 05jul87 was already f/n VKO 16jul93 in basic ex-Aeroflot c/s with white tail; l/n KIV 20sep94; canx 20dec99; broken up line # 32-07; toc 29nov75; rgd 12dec75; f/n VKO late77; Tu-134A-3 by jul92; l/n LED 06sep92
42200	CCCP-65896 CCCP-65896	Tu-134A Tu-134A	AFL/N.Kavkaz-GRV STIGL	mfd trf	31oct75 1990s	l/n SVO 16may95, Aeroflot c/s and titles; soc 04sep97 as life-time expired; canx 05sep97; used as a rescue-trainer at Arkhangelsk-Talagi, without tail, l/n aug07 line # 32-08; toc 08dec75; rgd 22dec75; f/n IKT 03mar92 was trf 31aug94 to Tyumen Airlines seen TJM jul00/aug04, Aeroflot c/s and titles, derelict; offered for sale on the Internet 16jun04; soc 17jun04 as life-time expired line # 32-09; toc 19dec75; rgd 23jan76 f/n SVO 29aug88; seen as Tu-134A-3 SVO 12apr91; l/n SCW jun/jul94 engineless, wfu; soc and canx 18nov94 as life-time expired; broken up at Syktyvkar line # 32-10; toc 23dec75; rgd 14jan76; f/n LED 01sep88 l/n VKO 21mar93 still in Aeroflot c/s; w/o 23sep93 at Sukhumi when was hit by rockets from an Abkhaz BM-21 "Grad" multiple rocket launcher while Georgian refugees were boarding for a flight to Tbilisi, caught fire and burnt out, 1 of the 6 crew killed while all 24 passengers escaped; see c/n 62835 line # 33-01; toc 30dec75; rgd 23jan76 f/n mar83; l/n DME 16aug92 as Tu-134A-3
42210	CCCP-65897 ER-65897	Tu-134A Tu-134A-3	AFL/Moldova-KIV Air Moldova	mfd rgd	14nov75 12apr94	l/n as such SVO 24apr02; not in Izhavia fleet list dec00, but was still on charge later; seen stored at IJK 09feb07, in all-white c/s, no titles; officially wfu in 2009, see next line in white c/s with blue trim and company logo on fin; with 'UdmurtNefteProdukt' (a local oil company) titles; preserved at the 'AZS-Servis' petrol station (N56.829594 E53.438484) at Krylatskoye near Izhevsk airport since 22jun07; l/n sep11; seen 13feb12 with additional "Frolof K.V." titles on the nose; l/n mar14; no longer visible on GE by 12sep14 line # 33-02 ?; rgd 19jan76; f/n ALA 23apr84 in basic ex Aeroflot c/s with Tajik tail logo, no titles; Tajik Air was renamed Tajikistan Airlines; CoFR renewal 21may96; was leased to Kavkazskiy Aviatrassy jul97; l/n IST 06nov97 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
42220	CCCP-65898 RA-65898 RA-65898	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al	mfd LED trf	25nov75 15jun93 22feb94	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
42225	CCCP-65899 RA-65899 RA-65899	Tu-134A Tu-134A Tu-134A	AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd DME trf	29nov75 11jul94 31aug94	l/n LED 08sep06; still in fleet list 15nov07 line # 33-08; toc 19feb76; rgd 01mar76; opb 235 OAO; f/n HEL 31jan77 f/n TJM 14may95 as Tu-134A-3 l/n DME 29jun98; l/n TJM 09jul04; offered for sale on the Internet 16jun04 and again 18jan05; t/t 36.614 hours and 20.980 cycles by 18jan05; soc 22dec05 as life-time expired line # 33-09; toc 10apr76; rgd 20apr76; opb 235 OAO; f/n HEL 10feb77
42230	CCCP-65000 CCCP-65000	Tu-134A Tu-134A	AFL/Latvia-RIX AFL/Komi-SCW	mfd trf	12dec75 14apr81	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
42235	CCCP-65001(1) CCCP-65001(1) CCCP-65001(1)	Tu-134A Tu-134A Tu-134A	AFL/Georgia-TBS AFL/Georgia-SUI Sukhumi Avn Ent.	mfd trf ph.	08dec75 1990s 23sep93	l/n LED 14may95 as Tu-134A-3 l/n DME 29jun98; l/n TJM 09jul04; offered for sale on the Internet 16jun04 and again 18jan05; t/t 36.614 hours and 20.980 cycles by 18jan05; soc 22dec05 as life-time expired line # 33-09; toc 10apr76; rgd 20apr76; opb 235 OAO; f/n HEL 10feb77
44020	CCCP-65002 CCCP-65002 RA-65002 RA-65002 RA-65002 no reg	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Latvia AFL/Ural-1JK Aeroflot Izhavia Aeroflot c/s, n/t UdmurtNefteProdukt	mfd trf LED trf LED IJK	26dec75 12dec80 18sep93 29aug95 10jul98 16aug07	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
44040	CCCP-65003 EY-65003 EY-65003	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Tajikistan-LBD Tajik Air Tajikistan Al	toc DME SHJ	06jan76 16jun94 27jul00	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
44060	CCCP-65004 CCCP-65004 RA-65004 RA-65004 RA-65004	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Akademiya GA AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia	mfd trf AMS trf PRG	25feb76 28jun83 30dec92 22nov94 24aug97	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
44065	CCCP-65005 CCCP-65005 CCCP-65005 RA-65005 RA-65005 RA-65005 RA-65005 RA-65005	Tu-134AK Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Tyumen-TJM AFL/Komi-SCW Aeroflot Komiinteravia RuAir Utair AFL/Komi-SCW Komiavia	mfd trf trf SVO trf SVO rgd mfd	20apr76 07jul79 02apr86 01sep93 22feb94 dec98 27may04 31jan76	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
44080	CCCP-65006 CCCP-65006	Tu-134A Tu-134A-3	AFL/Komi-SCW Komiavia	mfd trf	31jan76 22feb94	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
46100	CCCP-65007 RA-65007 RA-65007 RA-65007 RA-65007 RA-65008 RA-65008 RA-65008 RA-65008	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-GOI Aeroflot Cheboksary Avn Ent Cheboksary Avn Ent Cheboksary Avn Ent AFL/N.Kavkaz-VOG Aeroflot Volga Airlines Utair	mfd DME trf CSY toc VOG rgd VVO	31jan76 20mar93 12jan94 27aug97 26feb76 30aug93 22feb04 11aug05	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
46105	CCCP-65008 RA-65008 RA-65008 RA-65008 RA-65008	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-VOG Aeroflot Volga Airlines Utair	mfd trf CSY toc VOG rgd VVO	31jan76 20mar93 12jan94 27aug97 26feb76 30aug93 22feb04 11aug05	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
46120	CCCP-65009 CCCP-65009 RA-65009 RA-65009	Tu-134A Tu-134A Tu-134A Tu-134A-3	Soviet Gvt/AFL c/s AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd trf SVO trf	19feb76 06may78 06may94 30nov94	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
46130	CCCP-65010 CCCP-65010 CCCP-65010 RA-65010 RA-65010 RA-65010	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Soviet Gvt/AFL c/s AFL/Belarus-KGD AFL/Vnukovo Kalinigradavia Kalinigradavia Kosmos	mfd trf trf rgd DME VVO	30jun76 28jun78 10may90 22sep93 10aug01 17jun07	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
46140	CCCP-65011 RA-65011 RA-65011 RA-65011	Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/Belarus AFL/Vnukovo Aeroflot Kalinigradavia	mfd trf DUS trf VVO	20feb76 01jan90 08may93 20jan95 18jun02	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
46155	DM-SDG 186 DDR-SDG D-AOBQ CCCP-65609(2) RA-65609(2) RA-65609(2) RA-65609(2) RA-65609(2) RA-65609(2) RA-65609(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s East German AF Interflug Interflug Interflug Harco Air Komiavia Harka Air Komiavia TyumenAviaTrans Utair	mfd rgd ret rgd SXF PRG trf PRG DXB VVO rgd	22feb76 22feb80 15feb88 03oct90 19aug91 1993 22feb94 25mar94 08oct96 11sep00 29jan03	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
46175	RA-65609(2) CCCP-65012	Tu-134AK Tu-134A	Utair Express AFL/Tyumen	ROV mfd	29jan11 03mar76	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76

	RA-65012	Tu-134A-3	Aeroflot	DME	04feb94	seen TJM 15may95; trf to Tyumen Airlines 29aug95, but still in full Aeroflot c/s including titles; l/n operational ROV 19jun99; offered for sale on the internet 16jun04, but could not be sold; soc 13nov04 as life-time expired; was used as a training aid by the rescue services at TJM, seen jul00/jun18 repainted in white/light grey c/s; flown underslung by Mi-26T RA-06031 from the apron at TJM to the access road of the airport 30oct19 and preserved there, l/n aug24
	CCCP-65012	Tu-134A-3	no titles	TJM	30oct19	line # 34-03; toc 09mar76; rgd 30mar76
46180	CCCP-65013	Tu-134A	AFL/Ukraine-HRK	mfd	04mar76	f/n ALA 22sep87; soc 25dec87 as life-time expired
46200	CCCP-65013	Tu-134A	AFL/Tajikistan	trf	11jun87	line # 34-04; toc 25mar76; rgd 16apr76; f/n VKO 18jun77
	CCCP-65014	Tu-134A	AFL/N.Kavkaz-ROV	mfd	01mar76	
	CCCP-65014	Tu-134A	AFL/N.Kavkaz-GRV	trf	1984	
	65014	Tu-134A-3	STIGL	MHP	09sep93	l/n VKO 16jul94; probably damaged in an air raid by the Russian Air Force on Grozny Severny 24nov94 and finally destroyed during the subsequent air raids between then and 01dec94; registration readable on TASS photo; canx but date unknown; soc by 01jan01
46300	DM-SDH	Tu-134AK	MFS/Interflug c/s	mfd	20mar76	line # 34-05; Ministerium für Staatssicherheit (Ministry of State Security); rgd 20mar76; toc 31mar76; operated by Fluggruppe X at SXF; in full Interflug c/s; f/n LGW 01jun77; l/n SXF 30apr80
	DDR-SDH	Tu-134AK	MFS/Interflug c/s	rgd	04jun81	operated by Fluggruppe X at SXF; l/n SXF 20oct90, see line below
	D-AOBR	Tu-134AK	Interflug			allocated, but registration not taken up (as Interflug refused to take over the aircraft); was on charge of Treuhandanstalt (the German Privatisation Agency) after 30mar90
	CCCP-65606(2)	Tu-134AK	AFL/Komi	no	reports	still in Interflug c/s; ferried from SXF to MHP for overhaul 21dec90; rgd 25apr91 to Komiavia; overhaul completed 09oct92; see c/n 6350103
	RA-65606(2)	Tu-134AK	Aeroflot	AMS	08dec92	opb Komiavia
	RA-65606(2)	Tu-134AK	Komiavia			on charge as of 01jan93
	RA-65606(2)	Tu-134AK	Yukosavia	SCW	late 96	in basic 'blue' Aeroflot c/s with own titles
	RA-65606(2)	Tu-134AK	Komiavia	ZIA	20aug99	overhaul completed 29dec99
	RA-65606(2)	Tu-134AK	Kominteravia	rgd	20jan00	in white c/s with blue and black trim, with titles and logo; f/n LUX 17apr00; l/n SVO 29jun04
	RA-65606(2)	Tu-134A-3	Tupolev Des.Bureau	rgd	02aug04	a Tu-134A-3 since at least aug05; opb Gromov Air; in white/light grey c/s with thin red cheatline and 'Tupolev' titles; f/n VKO 26aug04; l/n ZIA 26aug07; t/t 11,480 hours and 6,445 cycles by 01jan08; canx before aug10
	65606(2)	Tu-134A-3	Tupolev Des.Bureau	rgd	2009	on the experimental aviation register; in white/light grey c/s with thin red cheatline and 'Tupolev' titles; f/n ZIA 23aug09; l/n as such ZIA 09aug13; seen ZIA aug15 painted in false markings for a film, the port side painted in white/red and yellow c/s with 'LodAir' titles and the fake serial 'JI-78040' and the starboard side in white c/s with a blue emblem on the tail and fuselage with 'LegRang' titles and the fake serial 'LI-197324', retained the original small red cheatline on each side; scrapped at ZIA jun17
48320	DM-SCX	Tu-134A	Interflug	mfd	31mar76	line # 34-06; rgd 02apr76; seen HEL 22apr78; l/n LGW 22dec80
	DDR-SCX	Tu-134A	Interflug	rgd	19may81	
	D-AOBL	Tu-134A	Interflug	rgd	03oct90	l/n SXF 14sep91
	CCCP-65621(2)	Tu-134A	Komiavia	rgd	11jul91	see c/n 8350404
	CCCP-65621(2)	Tu-134A	Harco Air	LOS	23may92	leased from Komiavia
	RA-65621(2)	Tu-134A	Harco Air	PRG	24oct92	leased from Komiavia
	RA-65621(2)	Tu-134A	Aeroflot	SVO	01sep93	f/n SVO 11may96 as Tu-134A-3; l/n VKO 16apr97
	RA-65621(2)	Tu-134A	Aeroflot c/s, n/t	VKO	01jul98	lsd to SAAK Stavropol Avia 23sep99 and seen STW 23jul99
	RA-65621(2)	Tu-134A	Kominteravia	rgd	06dec01	in basic Aeroflot c/s; l/n VKO 02jan02
	RA-65621(2)	Tu-134A	TyumenAviaTrans	VKO	17apr02	in basic Aeroflot c/s with titles; l/n VKO 21aug02
	RA-65621(2)	Tu-134A	UTair	rgd	06mar03	lsf Kominteravia since 25feb02; f/n SGC 25aug03 as Tu-134A; Tu-134A-3 by jun05; l/n LED 28may10
	RA-65621(2)	Tu-134A	UTair Express	UCT	01oct10	l/n VKO 21mar12; seen SCW 04jul12/23feb13, parked; in the process of being broken up 19may14
48325	CCCP-65015	Tu-134A	AFL/Privolzhsk-REN	toc	06apr76	line # 34-07; rgd 28apr76; f/n DME late77
	CCCP-65015	Tu-134A	AFL/Privolzhsk-KZN	trf	1979	
	CCCP-65015	Tu-134A	AFL/Privolzhsk-CSY	trf	1987	seen as Tu-134A-3 LED 07apr91; l/n DME 16aug92
	RA-65015	Tu-134A-3	Cheboksary Avn Ent	trf	12jan94	f/n DME 04may94, in Aeroflot c/s and titles
	RA-65015	Tu-134A-3	Cheboksary Avn Ent	DME	25aug95	in Aeroflot c/s, no titles; l/n CSY 27aug97; soc 09mar99 as life-time expired; canx 15mar99
48340	CCCP-65016	Tu-134A	AFL/Latvia	mfd	31mar76	line # 34-08; toc 02apr76; rgd 21may76; f/n sep80
	CCCP-65016	Tu-134A	AFL/N.Kavkaz-ROV	trf	17dec80	l/n VKO 23sep92, as Tu-134A-3
	RA-65016	Tu-134A-3	Aeroflot	VKO	03sep93	
	RA-65016	Tu-134A-3	Donavia, n/t	trf	25nov93	basic AFL c/s; f/n ROV 13may96; seen operational ROV feb98; l/n ROV aug01, wfu without engines
48360	CCCP-65017	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31may76	line # 34-09; toc 08jun76; rgd 29jun76; opb 235 OAO; f/n HEL 17sep78
	CCCP-65017	Tu-134AK	AFL/Tyumen-TJM	trf	14mar80	
	RA-65017	Tu-134AK	Aeroflot	SVO	06may94	
	RA-65017	Tu-134A-3	Tyumen Airlines	trf	31aug94	f/n STR 05mar95; seen TJM jul00/jul04, derelict; not in fleet list 27oct00; soc 22dec05 as life-time expired
48365	CCCP-65018	Tu-134A	AFL/N.Kavkaz-VOG	toc	23apr76	line # 34-10; rgd 25may76; f/n at a Moscow airfield 1979
	CCCP-65018	Tu-134A	AFL/Ulyanovsk HFS	trf	23nov88	l/n ULV 09sep92
	RA-65018	Tu-134A	AFL/Ulyanovsk HFS	ULV	31aug93	soc and canx 05feb96 as life-time expired; l/n ULV 17aug99, titles not reported; stored ULV, not seen jul05, possibly broken up
48370	YU-AJS	Tu-134A	Aviogenex	d/d	early76	line # 35-01; named 'Mostar'; f/n LGW 29apr76; l/n STN 30mar77; crashed on final approach to Libreville 02apr77 after the crew failed to realize the altitude was too low, struck the ground and caught fire short of runway, killing all 6 crew and 2 passengers (was operating a cargo flight)
48375	CCCP-65019	Tu-134A	AFL/Belarus-MHP	mfd	27apr76	line # 35-02; toc 29apr76; rgd 27may76
	CCCP-65019	Tu-134A	AFL/Belarus-KGD	trf	30dec76	first Kaliningrad based Tu-134
	CCCP-65019	Tu-134A	AFL/Moscow-VKO	trf	10may90	f/n VKO 20aug92
	RA-65019	Tu-134A	Aeroflot	VKO	08sep93	l/n VKO 21may96
	RA-65019	Tu-134A	Aeroflot c/s, n/t	VKO	01sep97	l/n KBP 03jul99
	RA-65019	Tu-134A	Kaliningradavia	trf	21jan93	f/n DME 13aug03; l/n LED mar04
	RA-65019	Tu-134A	Volga Aviaexpress	DME	25jun05	in basic Kaliningradavia c/s; offered for sale on the internet 29mar05 but apparently not sold; seen VKO 25jun06 with additional small 'Aeroflot-Don' titles
	RA-65019	Tu-134A	no titles	DME	05jul07	in basic Kaliningradavia c/s; l/n DME 31aug08
48380	RA-65019	Tu-134A-3	no titles	DME	may09	in basic Kaliningradavia c/s; seen VOG 28mar12, wfu; scrapped at VOG may12, tail cut off 16may12
	CCCP-65020	Tu-134A	AFL/Ukraine	mfd	28apr76	line # 35-03; toc 03may76; rgd 24may76
	CCCP-65020	Tu-134A	AFL/Leningrad	trf	28jun79	f/n HEL 04apr80; l/n LED 18apr92
	RA-65020	Tu-134A-3	Aeroflot	r/r	10nov92	l/n DUB 25oct93
	RA-65020	Tu-134A-3	Pulkovo Avia	trf	22nov94	l/n LED 01dec98, in Aeroflot c/s and titles, wfu; soc 03nov98 as life-time expired; no longer present by jan99, broken up ?; canx 17mar99
48390	CCCP-65021	Tu-134AK	Soviet Gvt/AFL c/s	mfd	04may76	line # 35-04; c/n given in MGA document as 48381 which is incorrect; toc 10jun76; rgd 05jul76; opb 235 OAO at VKO; f/n LHR 28nov76; l/n SOF 14sep78
	CCCP-65021	Tu-134AK	AFL/Privolzhsk-KZN	trf	05jan80	
	CCCP-65021	Tu-134AK	AFL/Privolzhsk-KUF	trf	1982	seen MHP 10jul94, in full Aeroflot c/s and titles; l/n MHP 13may96, as such; f/n DME 25aug97 in full c/s; l/n IST 13jul98
	CCCP-65021	Tu-134AK	AFL/Privolzhsk-GOJ	trf	1982	l/n PRG 18oct99
	CCCP-65021	Tu-134AK	AFL/Privolzhsk-CSY	trf	1992	overpainted former 'Tatarstan' titles still visible; l/n VKO 19aug01
	RA-65021	Tu-134AK	Cheboksary Avn Ent	trf	12jan94	leased from Cheboksary Aviation Enterprise; l/n ROV 10aug02
	RA-65021	Tu-134AK	Tatarstan	KZN	02apr99	l/n DME 08nov04, titles not reported
	RA-65021	Tu-134AK	ex Tatarstan c/s	VKO	16aug01	l/n VKO 03jul05
	RA-65021	Tu-134AK	Karat	VKO	05sep01	initially in basic Volga Aviaexpress c/s with white tail and small 'UTair' titles on the lower fuselage behind the nose; repainted in full c/s, f/n as such DME 18apr06; l/n GOJ 01feb07; w/o 17mar07 on the leg from Surgut to Samara of a flight from Surgut to Belgorod when the crew tried to land at Samara-Kurumoch in below-minima weather conditions (low clouds and fog) of which they had not been informed, the aircraft deviated from the glide path, the decision to go around was taken too late, the aircraft touched down with more than 3.5 g 305 metres before the runway threshold and 100 metres to the right of the runway's extended centreline, broke up and came to rest upside down, 6 of the 50 passengers killed and 34 injured plus 4 of the 7 crew injured; t/t 35,154 hours and 22,611 cycles
	RA-65021	Tu-134AK	Cheboksary Avn Ent	rgd	18aug04	line # 35-05; toc 25may76; rgd 18jun76; f/n LED 19aug82
	RA-65021	Tu-134AK	Volga Aviaexpress	DME	20mar05	in full Aeroflot c/s with 'Aeroflot' titles
	RA-65021	Tu-134AK	UTair	VKO	Jul05	l/n TLL 09sep93; restored 04oct94, in basic ex Aeroflot c/s with white tail and Estonian Air titles; l/n FRA 09feb96
48395	CCCP-65022	Tu-134A	AFL/Estonia-TLL	mfd	19may76	in full c/s with Tajikistan titles; not in fleet list 02oct07; l/n RKT 10feb08; stored from 15feb08 according to an official document of assets dated 01jan18; seen LBD 20aug12/26aug16, stored; was offered for sale by auction 25sep15
	ES-AAE	Tu-134A	Estonian Air	TLL	08may93	line # 35-06 ?; f/n LHR 26jun76
	ES-AAE	Tu-134A	Estonian Air	TLL	27aug93	wfu 31jul94; canx 09dec96, removed from WAW 13dec97 to Wroclaw LZN technical School, scrapped aug/sep02
	EY-65022	Tu-134A-3	Tajikistan Al	DME	07jul98	line # 35-07 ?; f/n LHR 07aug76
48400	SP-LHD	Tu-134A	LOT	rgd	10jun76	wfu 05nov93; canx 09dec96; removed from WAW 15mar98 to Lodz- Lublinek museum (N51.721094 E19.409519) and preserved there; l/n sep04/jul15; seen jun16, dismantled; for sale mar17 by AeroBayArt at Nowa Sarzyna for 516000 PLN; reported as sold to the museum at Zruc in 2018 and f/n there 18dec18; seen 06sep20 fuselage resting on pallets, other parts alongside; l/n sep24
48405	SP-LHE	Tu-134A	LOT	rgd	03jun76	line # 35-08; toc 03jun76; rgd 15jul76; f/n sep77; l/n VNO feb90
	SP-LHE	Tu-134A	LOT c/s, n/t	WAW	07jul95	with Lithuanian flag; Tu-134A-3 since at least aug93; CofA expired 21dec96; l/n KBP 24apr97; sold to Ukraine jul97
48415	CCCP-65023	Tu-134A	AFL/Lithuania-VNO	mfd	31may76	l/n PRG 21oct97
	LY-ABB	Tu-134A-3	Aeroflot c/s, n/t	SVO	14may93	owned by Ukrayina-LAN; based at KBP; seen KBP may04, wfu without engines; canx 13aug08; l/n sep08; to be scrapped
	UR-65023	Tu-134A-3	Transago	DME	20aug97	line # 35-09; toc 25jun76; rgd 22jul76; f/n HEL 24jul76; carried additional 'Official Olympic Carrier' titles by jul78
	UR-65023	Tu-134A-3	Prestige Avia	TAT	04feb98	
48420	CCCP-65024	Tu-134A	AFL/International	mfd	16jun76	
	CCCP-65024	Tu-134A	AFL/Privolzhsk-KUF	trf	10jan80	
	CCCP-65024	Tu-134A	AFL/Privolzhsk-CSY	trf	unknown	

	RA-65024 RA-65024 RA-65024 RA-65024	Tu-134A Tu-134A Tu-134A Tu-134A	Aeroflot Avialin. Dagestana Aeroflot c/s, n/t Karat	OVB Isd ROV VKO	21apr93 30apr95 21jul01 28jun02	l/n DME 23sep94 leased from Cheboksary Aviation Enterprise and 13aug01 wfu; RA- faded and CCCP- visible rgd 09jul02; l/n SVO 20may05; all-white c/s with titles and logo; leased from Cheboksary Aviation Enterprise 25jun02/01nov04 l/n VKO 18mar10
48430	RA-65024 RA-65024 VN-A108	Tu-134A Tu-134A Tu-134AK	UTair UTair Express Hàng Không Vietnam	DME VKO SVO	18jun05 18jul10 22jul77	l/n GOJ 22aug11; seen SCW mar12/jul13, stored; broken up by 31oct14 line # 35-10; in ex-Aeroflot VIP c/s, dbr in landing Hanoi 17feb88 and l/n there in old Hàng Không Vietnam c/s sep02 and gone by jan04
48450	CCCP-65025 RA-65025 UN-65025 65025 RA-65025	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Tyumen-TJM Tyumen Airlines not reported Kazakh Air Force Tyumen Airlines	mfd trf ALA ALA rgd	22jun76 31aug94 26may02 06aug02 17sep02	l/n ULV 09sep92 in Aeroflot c/s and titles; f/n DME 21may94; l/n TJM 27jul00, temporarily wfu; not in fleet list 27oct00 l/n ALA 03sep02; in Aeroflot c/s, no titles and Kazakh flag on the fin l/n TJM 25aug03; offered for sale on the internet 16jun04 and again 18jan05; t/t 39.416 hours and 23,217.5 cycles by 18jan05; soc 22dec05 as life-time expired line # 36-02; on charge as of 01jul76; rgd 15nov76; f/n 31may89
48470	CCCP-65026 RA-65026 RA-65026	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-UFA Aeroflot Bashkirian AI	mfd UFA trf	24jun76 10jul93 30jun94	f/n DME 23aug97; l/n UFA 18aug99, wfu, but still in fleet list 31dec00; canx 03sep02; soc 18oct02 as life-time expired
48485	CCCP-65027 CCCP-65027 CCCP-65027 CCCP-65027 RA-65027 RA-65027	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/International AFL/Belarus-MHP AFL/Belarus-KGD Vnukovo AP Kaliningradavia Kaliningradavia	mfd trf trf trf rgd VKO	30jun76 04dec79 1982 10may90 20aug93 may00	line # 36-03; toc 02jul76; rgd 22jul76; f/n HEL 29jul76, carried additional 'Official Olympic Carrier' titles; photo SVO may79 already seen DUS 17jul93, in Aeroflot c/s and titles; l/n LED 09jul98 l/n operational DME 26sep04; for sale on the Internet since 12apr05; seen MHP may05/jul15, wfu in ARZ-407, tail engines and outer wings removed; not canx from the Russian register line # 36-04; toc 27jul76; rgd 10aug76; opb 235 OAO; f/n DUS 25may77
48490	CCCP-65028 CCCP-65028 CCCP-65028 CCCP-65028 RA-65028	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A-3	Soviet Gvt/AFL c/s AFL/Urals-CEK AFL/Privolzhsk-KUF Bashkirian AI Bashkirian AI	mfd trf trf trf trf	14jul76 23may80 27jul91 01jul92 30jun94	f/n DME 21may94; l/n UFA operational 26jan03; offered for sale in non-airworthy condition 15nov08, for some C 10,000; l/n UFA may10, wfu; seen Ufa city (N54.854465 E56.117072) wings and tail separated jun12/16jun17
48500	CCCP-65029 RA-65029	Tu-134A Tu-134A	AFL/Komi-SCW Komiavia	mfd trf	15jul76 22feb94	line # 36-05; toc 20jul76; rgd 13aug76; f/n SVO 29aug88; l/n SVO 11sep92 f/n SCW 10jun94, Aeroflot c/s and titles; not in 1999 fleet list; l/n SCW 24aug03; not seen jul05, possibly broken up
48520	CCCP-65030 65030 65030	Tu-134A Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-GRV Aeroflot c/s, n/t STIGL	mfd VKO VKO	15jul76 21may94 1994	line # 36-06; toc 20jul76; rgd 11aug76; f/n DUS 07feb77; reported in an incident report at GRV 03dec87 trf to STIGL in early 1990s; l/n VKO 16jun94 in basic Aeroflot c/s; probably damaged in an air raid by the Russian Air Force on Grozny Severny 24nov94 and finally destroyed during the subsequent air raids between then and 01dec94; '6503' readable on photo of the wreckage, since 65039 escaped destruction, this is the only possible candidate; soc by 01jan01
48530	CCCP-65031	Tu-134A	AFL/Latvia-RIX	mfd	27jul76	line # 36-07; toc 29jul76; rgd 25aug76; w/o 22mar79 on a cargo flight from Omsk via Gorki to Liepaja, carrying electronic components, when the fixation mounts (installed by the maintenance base at Riga airport without knowledge of OKB Tupolev) broke and the cargo got displaced, changing the centre of gravity of the aircraft while it was on finals to Liepaja at night in bad weather, the aircraft dropped below the glide path and collided with trees 1,690 m from the runway threshold and 155 m to the right of its extended centre-line, eventually hit a railway embankment, broke apart and caught fire; 4 of 5 crew killed (only the flight engineer survived); t/t 5,838 hours and 3,894 cycles; soc 10may79
48535	CCCP-65032	Tu-134A	AFL/Privolzhsk-UFA	mfd	27jul76	line # 36-08; rgd 27aug76; on charge as of 01oct76; opb 282 LO; f/n SVO 21dec76; damaged 20sep85 when overran the runway on landing at Orenburg and suffered structural damage; repaired; soc 12oct86 as life-time expired; l/n REN 22apr97 derelict; canx 12oct89 according to Soviet register
48540	CCCP-65033 CCCP-65033 CCCP-65033 RA-65033 RA-65033 RA-65033 RA-65033 RA-65033 RA-65033	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Latvia-RIX AFL/Privolzhsk-GOJ AFL/Privolzhsk-CSY Aeroflot Cheboksary Avn Ent Cheboksary Avn Ent Tatarstan Cheboksary Avn Ent Chuvashiya AI	mfd trf trf DME trf PRG rgd rgd OVB	20jul76 20aug80 1982 20mar93 21sep94 02aug00 17may01 23dec03 16jun04	seen LED 06sep92 as Tu-134A-3; l/n SVX 25sep92 seen IST 14apr97, Aeroflot c/s, no titles; l/n IST may98 photo exists with small titles above thin red/blue cheatlines f/n DME 17jul02; l/n DME 17aug03
48560	RA-65033 RA-65033 DM-SDI DDR-SDI D-AOBS CCCP-65607(2)	Tu-134A-3 Tu-134A-3 Tu-134AK Tu-134AK Tu-134AK Tu-134AK	UTair UTair Express MFS/Interflug c/s MFS/Interflug c/s Interflug AFL/Komi	TJM AER mfd rgd no	26aug05 09oct10 12aug76 13apr81 reports	l/n DME 07jul04; 'Chuvashiya Airlines' tail logos, 'Chuvashiya' titles on left-hand side, small 'Bashkirian Airlines' titles on right-hand side; leased from Cheboksary Aviation Enterprise since 24jun04 (Cheboksary is the capital of Chuvashiya) l/n AAQ 22jul10 l/n LED 11may11; seen SCW mar12/jun13, stored; broken up by 09nov14 line # 36-10; Ministerium für Staatssicherheit (Ministry of State Security); rgd 27aug76; toc early sep76; operated by Fluggruppe X at SXF; in full Interflug c/s; seen LGW 27jun77 operated by Fluggruppe X at SXF; seen NCE 16oct89 allocated, but registration not taken up (as Interflug refused to take over the aircraft); was on charge of Treuhandanstalt (the German Privatisation Agency) after 30mar90 still in Interflug c/s; ferried from SXF to MHP for overhaul 30dec90; rgd 25apr91 to Komiavia; overhaul completed in 1993; see c/n 6350104
	RA-65607(2) RA-65607(2) RA-65607(2) RA-65607(2) RA-65607(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A-3	Aeroflot Komiavia Uralinteravia Komiavia Komiinteravia	VKO toc MAN SCW SVO	21mar93 01jul93 10aug95 oct96 12jun01	leased from Komiinteravia in white/light grey c/s with blue/green cheatline and blue fin in white c/s with blue and black trim, with titles and logo; f/n as a Tu-134A-3 SVO 18apr04; l/n SVO 25apr04
	RA-65607(2) RA-65607(2)	Tu-134A-3 Tu-134A-3	UTair UTair Express	VKO rgd	12may05 30jul07	leased from Komiinteravia; in full c/s; l/n LED 13jul10; see rgd date below t/t 20,810 hours and 12,045 cycles by 01jan10; in full c/s; f/n VKO 08aug10; reported as opb Tsentri-Yug from mar14; canx between 24mar16 and 22apr16; l/n GOJ 05jul16, at the terminal; seen in an initial stage of scrapping at GOJ 05jun16, the tail was cut off by 22jul16
48565	CCCP-65034 ES-AAF OM-GAT OM-GAT	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Estonia-TLL Estonian Air Estonian Air Air Transp. Europe	mfd HEL PRG TAT	02aug76 01jun92 31may95 31jan96	line # 37-01; mfd also given as 12aug76; toc 13aug76; rgd 31aug76; f/n VKO 18jun77 in all-white c/s; l/n TLL 09sep93 in all-white c/s; leased to Air Transport Europe; l/n TAT 17jun95 in white c/s with green trim; named 'David'; l/n BTS 23jun00; sold to Tiramavia 18nov00 and left Slovakia the same day
	ER-TCH UR-BZY UR-BZY UR-BZY	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	Tiramavia South Airlines Air Bisec South Airlines	rgd ODS VKO SAW	15nov00 30aug01 may04 09mar05	canx 01mar01 last overhaul completed in 2003; reportedly leased from Trans Cargo of Gibraltar; in white c/s with green trim, with titles; l/n VKO jul02 in white c/s with blue trim, with titles, carried a dolphin logo with 'Georgia' on the nose in white c/s with blue trim, with titles, carried a dolphin logo with 'Odessa' on the nose; additional 'AeroSvit' titles on the nose applied between late jun05 and sep06; all titles in English on the left side and in Cyrillic on the right side; l/n KBP 10jun06; ferried ODS-ARH 03jul06, possibly already with Russian registration
	RA-65034	Tu-134A-3	Aeroflot-Nord	rgd	05oct06	pointed up in full c/s at Bykovo aug06; f/n ARH 28nov06; l/n operational ARH 07nov09; CoFA expired 12nov09; t/t 39,593 hours and 26,728 cycles; sat wfu at ARH, seen dec09/jun10
48590	CCCP-65035 CCCP-65035 RA-65035 RA-65035 RA-65035 RA-65035	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/International AFL/Urals-PEE Aeroflot Kirov Avn Enterpr. Primair RusLine	mfd trf DME trf DME rgd	30aug76 17jan80 06sep93 18apr94 10jul00 11jul03	line # 37-02; toc 03sep76; rgd 21sep76; f/n AMS 02oct76; carried additional 'Official Olympic Carrier' titles in 1979 f/n as a Tu-134A-3 SXF jun97 leased from Kirov Air; l/n DME 18aug02; still reported as such in an incident report at KUF 10oct02 leased from Kirov Air; f/n SVO 19aug03; l/n LWO 30sep06; offered for sale by Kirov Air 29nov08; seen parked on the grass KUF may07/nov10 and broken up by 2014
48700	CCCP-65036 CCCP-65036 CCCP-65036 ER-65036	Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/International AFL/Moldova-KIV Air Moldova Air Moldova	mfd trf VKO rgd	27aug76 18aug79 19aug92 29mar94	line # 37-03; already f/n SVO 07aug76; toc 07sep76; rgd 21sep76; also see c/n 61033, with the same fake registration canx but date unknown f/n VIE 05may94; undershot runway KIV 21nov97 but repaired; l/n KIV 21sep03, wfu; current on register mar04; earmarked for display in 2004; repainted in new Air Moldova c/s in 2005; canx 23aug05; again repainted in all-white c/s without titles early sep05 displayed in front of Chisinau terminal (N46.936891 E28.932907), interior and engines removed, lifted in place by Mi-26 ER-MCV 11sep05 and cranes following days, monument officially opened 17sep05; seen mar16; seen 15may18, with Air Moldova markings being applied; l/n dec21
48850	CCCP-65037 RA-65037	Tu-134A Tu-134A-3	AFL/Ukraine-HRK Avialini. Ukrayiny	mfd rgd	17sep76 22jan93	line # 37-04; on charge as of 01oct76; rgd 06oct76; f/n VKO 18jun77 l/n HRK 15jul93; opb Avialinyi Kharkova; sat wfu at HRK; canx 13aug08; l/n HRK 03jun09, resting on its tail
48950	CCCP-65038 CCCP-65038 RA-65038 RA-65038	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/International AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd trf SVO trf	30sep76 21sep79 04may94 31aug94	line # 37-05; toc 14oct76; rgd 01nov76; f/n BRU 27nov76; carried additional 'Official Olympic Carrier' titles l/n PRG 18aug94 f/n STR 19nov94, in Aeroflot c/s and titles; seen SXF 07dec94, in basic Aeroflot c/s; seen HAJ jan00 in full c/s; photo as Tu-134A-3 exists; l/n active DME 19aug02; offered for sale on the internet 16jun04/18jan05 with t/t 44,989 hours and 24,634 cycles, but not sold; sat wfu in ARZ-407 at MHP mar03/may08 as

	CCCP-65038	Tu-134A	Aeroflot	Msb	08aug10	Tyumen Airlines did not have the money for an overhaul and eventually lost ownership of the aircraft to ARZ-407; transported on 4 trailers to Minsk-Borovaya 29/30apr10; l/n Minsk-Borovaya 30may10 repainted in its original c/s; preserved in the museum at Minsk- Borovaya (N53.96246 E27.651189); l/n jun19; transferred to Lpkj; f/n there 01may21 awaiting re-assembly; seen 20aug21, same state: see/n 14oct23 complete; l/n sep24
49020	CCCP-65680	Tu-134AK	Soviet AF/AFL c/s	mfd	02dec76	line # 37-06; equipped with a "Karpaty-S" HF communications suite (characterised by a fat dorsal fairing running all the way to the fin); initially opb 7 ae 10 okbon at Chkalovski; trf to 1 ae 353 apbon at Chkalovski dec81; reserve personal aircraft of the Soviet Minister of Defence, Marshall D.F. Ustinov; f/n Sperenberg 03jun77; l/n ARN 28sep88
	"680" black	Tu-134AK	Soviet Air Force	CPH	22feb89	still with the "Karpaty-S" HF communications suite; in basic Aeroflot c/s with Red Stars, no titles; l/n ARN 22jun89
	"680" black RA-65680	Tu-134A-3 Tu-134A-3	Russian Air Force Russian Air Force	CKL rgd	09apr92 28apr94	without the "Karpaty-S" HF communications suite now; l/n Sperenberg 23mar94 opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CKL 20jul97; CoFR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small 'VVS Rossi' titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19
49080	CCCP-65039 CCCP-65039 CCCP-65039	Tu-134A Tu-134A Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-GRV	mfd trf trf	18oct76 01sep81 1984	seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996
	65039	Tu-134A-3	STIGL ?	KRT	05feb02	dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.599399 E32.557096); l/n KRT nov12/mar23, as such
49100	CCCP-65040 LY-ABC RA-65040	Tu-134A Tu-134A Tu-134A	AFL/Lithuania-VNO Aeroflot c/s, n/t Bashkirian Gvt	mfd LED trf	21oct76 07sep92 30jun94	line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CoFA expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with 'Bashkortostan' titles; trf given as 01nov94 in MGA document; f/n ZRH 27aug95; l/n BUD sep98 reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s, reportedly in 2001 but photo in mid-2000 !; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition 15nov08, for some C 10,000; seen UFA 06jun14 (N54.564919 E55.892231), resting on concrete blocks; l/n aug15
49200	CCCP-65041 CCCP-65041 CCCP-65041	Tu-134A Tu-134A Tu-134A	AFL/Latvia AFL/Central Region AFL/GosNII GA	toc trf	02dec76 29aug80 01jan86	line # 37-09; rgd 17dec76 f/n VKO 11aug80
49350	CCCP-65042 CCCP-65042 CCCP-65042 RA-65042 RA-65042	Tu-134AK Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Belarus AFL/Northern-LED Aeroflot Pulkovo Avia	mfd trf trf AMS trf	26nov76 07jun79 22nov84 16dec92 22nov94	transferred to Riga Research Institute, by this date; and soc 30oct87 line # 37-10; toc 15dec76; rgd 20dec76; opb 235 OAO from Soviet register, MGA document gives on charge as of 01jan85; f/n LGW 08jun85; l/n AMS may92 l/n AMS 17may98, see trf date next line f/n AMS 01jul98; seen LED nov05/apr07, wfu; broken up at LED around 27apr07; t/t 47,997 hours and 27,458 cycles; canx before nov09
49400	CCCP-65043 RA-65043 RA-65043 RA-65043 RA-65043 RA-65043 RA-65043 RA-65043 RA-65043	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/Privolzhsk-GOJ Aeroflot Nizhni Novgorod AI Yukosavia all-white c/s, n/t Volga Avia no titles Primair Aeroflot-Nord	mfd DME trf SVO GOJ rgd LED SVO SVO	14dec76 20mar93 25nov93 feb98 04aug01 10jun03 19aug03 12jan05 17aug05	line # 38-01; toc 27dec76; rgd 29mar77; f/n DME early78 f/n VKO 11mar96 Isf Nizhni Novgorod Airlines; photo exists SVO 1999 with titles rgd 03jul02 to Rostov-na-Donu ARZ-412 f/n LED 26jun03; l/n as such SVO 07jul03 only carries logo of bankrupt Volga-Avia on fin; l/n SVO 28jul04, as such photo with these titles and still as Tu-134A, sole report as Primair in basic Aeroflot c/s, no titles, only carried logo of bankrupt Volga-Avia on fin; l/n active SVO 26oct08; returned to GOJ in autumn 2008; sat wfu at GOJ (N56.215500 E43.789119), being slowly cannibalised, l/n 01feb12; transported by Mi-26 as underslung load 02feb12 to Lyskovo
49450	CCCP-65044 CCCP-65044 65044 EK-65044	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/International AFL/Armenia Armenian Airlines Armenian Airlines	mfd trf SHJ VKO	20dec76 10jan80 29apr93 23may94	line # 38-02; toc 28dec76; f/n SVO 04jan77; rgd 06jan77; carried additional 'Official Olympic Carrier' titles; seen as such SVO may79 opb Yerevanski OAO originally in white c/s with light grey undersides; l/n as such EVN 16may96; repainted in white/dark blue c/s with yellow cheatline; f/n as such BLQ 10oct98; slowly broken up by ARZ 412 GA at RV1, seen apr05/may07 and without tail jun08, an engine nacelle was still extant in the scrap area jan15
49500	CCCP-65045 CCCP-65045 CCCP-65045 RA-65045 RA-65045 RA-65045 RA-65045 RA-65045	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s KGB/Border Guards AFL/Privolzhsk-GOJ Nizhni Novgorod AI Gazpromavia Gazpromavia Kolavia	mfd trf trf trf VKO OSF DME	27jan77 01sep77 13mar81 25nov93 25aug97 10may01 28jun03	opb mil. unit 2450; f/n SXF 26may78 via 235 OAO (on paper); l/n MHP 06jul95. on overhaul l/n VKO 12may96; not in 1998 fleet list l/n VKO 06sep00, logo only, no titles, big G on fin full colours with titles; l/n DME 25aug02 Isf Gazpromavia; in basic Gazprom c/s; l/n active DME 30oct09; returned to owner feb10 and stored at OSF since, l/n jun10/aug17; will probably not fly again; canx between 04aug17 and 13sep17
49550	CCCP-65046 CCCP-65046 RA-65046 RA-65046 RA-65046 RA-65046 RA-65046 RA-65046	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Ukraine AFL/Ural-PEE Aeroflot Permskiye Avialin. Permskiye Avialin. Harka Air Bashkirian AI	mfd trf LED trf KUF LOS rgd	28dec76 21oct77 14jun93 30mar94 16sep97 17may99 29jul99	line # 38-04; toc 06jan77; rgd 09feb77; f/n SXF 10apr77 l/n PEE 23aug95, in Aeroflot c/s and titles l/n DME 11jul98 leased from Permskiye Avialini; l/n LOS 09aug99; correct ?, see dates next line f/n UFA 13aug99; l/n UFA 18aug99; confirmed, see previous line, probably just leased as not in fleet list 31dec00
	RA-65046 RA-65046	Tu-134A-3 Tu-134A-3	red tail, n/t Bashkirian AI	PEE PEE	14aug01 24aug05	full colour tail, white/grey fuselage with standard small titles; seen PEE (N57.913351 E56.008763) jun06/sep15, wfu
49600	CCCP-65047 CCCP-65047 RA-65047 RA-65047	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Ukraine AFL/GosNII GA GosNII GA Gromov Air	mfd trf SVO rgd	26aug77 02oct78 19mar93 27jun01	line # 38-05; 'Salon' version; toc 27aug77; rgd 09sep77; f/n DME late77 l/n SVO 08apr91, in Aeroflot c/s in Aeroflot c/s; seen STW aug96, opb Stavropol Avia; seen SVO apr97/aug99, engineless, no titles f/n VKO 15aug01; seen ZIA aug09/29aug19, wfu; preserved in the Verkhnyaya Pyshma Museum of Military Technology; l/n dec21; l/n aug23; seen 14oct23, stripped of paint apart from the fin preserved in the Verkhnyaya Pyshma Museum of Military Technology, repainted in full original Aeroflot c/s
49750	CCCP-65047 CCCP-65048	Tu-134A Tu-134A	Aeroflot AFL/Ukraine-KBP	ph. mfd	08dec24 07sep77	line # 38-06; on charge as of 01oct77; rgd 07oct77; f/n VKO 11aug80; seen SXF 06may92 as Tu-134A-3; l/n HEL aug91
49752	CCCP-65048 UR-65048 VN-A106 VN-A106	Tu-134A-3 Tu-134A-3 Tu-134AK Tu-134A-3	Avialini. Ukrayiny Avialini. Ukrayiny Hàng Không Vietnam Vietnam Airlines	VKO rgd d/d fr	11aug92 10jan93 nov77 1990	with Aeroflot titles only and Soviet flag removed; l/n TXL 26dec92 f/n PRG feb93; l/n BUK jul98; seen KBP sep99/may04 derelict/wfu; canx 30dec03; not present may07 line # 38-07; f/n BKK 08apr78; with glass nose; l/n BKK 20nov89 f/n BKK 03dec90; seen BKK 10jan93 as Tu-134A-3; wfu end 1996; seen HAN mar99/sep02, wfu but gone by jan04; seen Hanoi-Tu Liem Police Training School (N21.040636 E105.75194) 23mar12/jul13
49755	CCCP-65049 CCCP-65049 CCCP-65049 EW-65049 EW-65049 RA-65049 RA-65049 RA-65049 RA-65049 RA-65049	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/Belarus-MHP AFL/Belarus-KGD AFL/Belarus-MSQ Belavia Gomelavia Imair Orenburg Airlines TyumenAviaTrans UTair Orenburg Airlines UTair	mfd trf trf SVO PSA DME REN DME rgd LED LED	31jan77 1983 09sep86 17jun94 08jul97 18nov98 20sep02 11dec02 04dec02 03dec04 05jun05	l/n MSQ 07sep93 l/n SHJ 08nov97 l/n DME 21aug99; Azeri flag; leased from Gomelavia f/n SVO 11jun03; l/n DME 11oct04 l/n DME 23feb05 old AFL c/s with UTair titles; standard UTair tail since at least apr06; l/n VKO 22sep07; still in fleet list 15nov07 but see next line ! In full c/s; already reported in technical inspection document 11apr07 and in fleet list 15jan08; l/n REN 01apr11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n 21jul22
49756	CCCP-65050 CCCP-65050 CCCP-65050 ER-65050	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/International AFL/Moldova-KIV Air Moldova Air Moldova	mfd trf VKO rgd	23mar77 15jan80 05jun92 05apr94	line # 38-09; toc 31mar77; rgd 14apr77; f/n PRG apr77; carried additional 'Official Olympic Carrier' titles l/n VKO 16aug92 f/n KIV 20sep94; stored KIV (N46.933398 E28.926145), 'Aeroflot' titles and 'CCCP-' bleeding through old paint; canx 12jun07; l/n 21may19 registration painted out
49758	CCCP-65051 CCCP-65051 CCCP-65051 ER-65051 ER-65051 ER-65051	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/International AFL/Moldova-KIV Air Moldova, n/t Air Moldova, n/t Kolkol Airlines Air Moldova	mfd trf FRA rgd KIV VKO	23mar77 22jan80 31mar93 11mar94 20sep94 02jun96	line # 38-10; toc 08apr77; l/n AMS 23apr77; rgd 07jun77 f/n VKO apr91 as Tu-134A-3 in basic Aeroflot c/s, white tail; l/n FRA 14apr93 was already f/n FRA 05may93 ! in basic Air Moldova c/s with Kolkol Airlines titles; seen KIV 19dec94; but the lease fell through; l/n VKO apr95, opb Air Moldova, still with Kolkol Airlines titles wfu KIV, CCCP- prefix readable on port side; l/n jul03/27may21 and in very poor condition by may21; canx between 26jan15 and 14apr15
49760	CCCP-65681	Tu-134AK	Soviet AF/AFL c/s	mfd	27dec77	line # 39-01; VIP aircraft for 44 passengers, equipped with a "Karpaty-S" HF communications suite (characterised by a fat dorsal fairing running all the way to the fin); rgd 30jan78; initially opb 7 ae 10 okbon at Chkalovski; trf to 1 ae 353 apbon 8 adon at Chkalovski dec81; was the main personal aircraft of the Soviet Minister of Defence, Marshall Dmitri Ustinov; f/n Sperenberg 22jan79; l/n SXF sep80
	"681" black	Tu-134AK	Soviet Air Force	LED	05may89	still with the "Karpaty-S" HF communications suite; in basic Aeroflot c/s with Red Stars, no titles; l/n HAN 12oct90

	"681" black RA-65681 RA-65681	Tu-134A-3 Tu-134A-3 Tu-134A-3	Russian Air Force Atlant-Soyuz Russian Air Force	STR rgd CKL	sep92 28apr94 03jul95	without the "Karpaty-S" HF communications suite now; l/n Sperenberg 24mar94 leased from the Russian Air Force; f/n ATH 20dec94 Initially opb 8 adon at Chkalovski; in basic Aeroflot c/s with blue engines and lower tail, initially no titles; CoRf renewal to 223 LO 10feb00; t/t 7,352 hours and 6,202 cycles by 01jul09; l/n without titles CKL 14jun10; f/n with small 'VVS Rossi' titles on the fin AER 30nov10; l/n as such OVB 19aug13; the titles were removed again; f/n as such CKL mar14; based at SVX from 2015; l/n operational OVB 21sep16; stored at OVB from late 2016, seen mar17/oct19; ferried to ZIA 06feb20; l/n MSQ 23feb20 after overhaul at MZGA-407; in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides, no titles; l/n IJK 01apr22; ferried to Minsk-Machulishchi 08dec22, underwent overhaul at MSQ dec22/may23 opb the Belarussian MoD, based Minsk-Machulishchi; in white c/s with red/green cheatline, no titles; l/n Minsk-Machulishchi 16dec23 line # 39-02; toc 04mar77; rgd 30mar77; f/n LED 19apr80
	RF-65681	Tu-134A-3	Russian Air Force	MSQ	11feb22	
	EW-772DV	Tu-134A-3	Belarus Air Force		18may23	
49825	CCCP-65052 RA-65052 RA-65052 RA-65052 RA-65052 RA-65052	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk AI Arkhangelsk AI TyumenAviaTrans UTair	mfd LED trf SVO SVO rgd	24feb77 19sep93 22feb94 02jul95 12aug02 31jan03	f/n ARH 12jul94, Aeroflot c/s and titles; seen 12jul94 with badge
	RA-65052	Tu-134A-3	Aeroflot-Nord	SVO	02sep06	Isf Arkhangelsk Airlines (bought by Aeroflot aug04); f/n VKO 20aug03; Tu-134A-3 at least since 2005; l/n SVO 05jul06, see next line already reported in technical inspection document 29may06; initially in white c/s with titles; l/n as such SVO 27nov06; seen in full c/s NNM 30sep07; seen ARH jun10, wfu photo, blue/grey c/s with titles; l/n PEE 25jul15 already opb Turukhan jan15; seen USK 21jan17; canx between 05may17 and 07jun17; scrapped KJA 16sep17 line # 39-03 ? sole report; c/n not confirmed c/n confirmed; seen LAD jun03, airworthy; seen LAD jul06/oct14 (S8.858861 E13.228871) wfu; broken up line # 39-04; toc 16mar77; rgd 19apr77; f/n VKO 18nov77 1st Sqn of 297 lo; damaged 05nov89 on a flight from Vnukovo to Batumi when an engine exploded in-flight (photo of rear fuselage portside with damaged engine nacelle in accident report shows there is no door there); repaired; dbr 24jan92 on landing at Batumi when overran on a runway badly cleared from snow, nose gear collapsed; wreck sat at Batumi until broken up in late 1990s line # 39-05; toc 24mar77; rgd 11apr77; f/n MSQ 08sep87
	RA-65052 RA-65052	Tu-134A-3 Tu-134A-3	Katekavia Turukhan	trf PEE	nov10 22oct15	
49830	D2-ECC SG-104 D2-ECC	Tu-134AK Tu-134AK Tu-134AK	Angolan Government Angolan Air Force Angolan Government	SVO BEG MLA	15apr78 jun83 26aug84	
49838	CCCP-65053 CCCP-65053	Tu-134A Tu-134A	AFL/Latvia AFL/Georgia-SUI	mfd trf	20feb77 23may78	
49840	CCCP-65054 CCCP-65054 CCCP-65054 RA-65054 RA-65054 RA-65054 RA-65054 no reg	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Belarus-KGD Vnukovo PO Kaliningradavia Kaliningradavia Kaliningradavia Orenburg Airlines Orenair Orenburg Airlines	mfd trf trf DUS DME LED DME ph.	28feb77 10may90 21jan93 10jun93 06aug99 17apr06 24jun07 07nov13	f/n DUS 22may93, in Aeroflot c/s and titles rgd 20aug93; in Aeroflot c/s and titles; l/n KUF 01dec97 l/n DME 25aug02; wfu, l/n MHP 19may05 in ARZ-407, bare metal l/n LED 24mar07 still as a Tu-134A; f/n DME 13may07 as Tu-134A-3 l/n DME 29aug11; wfu jan12 in ex Orenair c/s with white tail; small 'Orenburgskiy Avialinii' titles added beneath the type designation; preserved on the territory of the Svyato-Troitskaya obitel (Monastery of the Holy Trinity) at Sarakdash from early nov13 (N51.788551 E56.356381); photo 28jul14 with 'fairy tale' titles; l/n jan15; canx before apr16 line # 39-06; toc 06may77; rgd 23may77; f/n ORY 08jun77; opb 235 OAO; not a Tu-134AK; l/n HEL 21apr78
49856	CCCP-65055	Tu-134A	Soviet Gvt/AFL c/s	mfd	15apr77	
	CCCP-65055 CCCP-65055 RA-65055 RA-65055 RA-65055 RA-65055 RA-65055 RA-65055 OK-BYT LZ-TUG	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A-3	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-ASF Astrakhan Airlines Astrakhan Airlines Astrakhan Airlines Karar UTair UTair Express CS-Gvt (LSFMV) Bul Gvt/Balkan c/s	trf trf trf ASF DME DME VKO LED d/d d/d	05jul78 1987 12apr94 18may96 06jul98 11jun05 24jun06 29jun10 30mar77 sep83	l/n DME 10sep92 f/n SVO 06may94, Aeroflot c/s and titles in Aeroflot c/s, no titles; l/n DME 27nov97 f/n as a Tu-134A-3 oct99; l/n DME 09apr05; company acquired by Karat and ceased operations per may05 l/n DME 25jun05 leased from Avia-Trans since 07aug06; l/n SGC 29mar10 l/n SVX 01apr14; broken up at SCW by 25may14 line # 39-07; rgd same date; Leteck+ sprava federalniho ministerstva vnitra; wfu 26sep83; canx 13oct83 opb Avio Detachment 28 (VIP), but also used by Balkan for normal pax flights, in full Balkan c/s; seen with 'Republic of Bulgaria' titles, starboard side MLA 31dec96 until at least aug01; with these titles both sides from nov99; seen LHR 06oct01 with titles removed; l/n CDG 30dec01 as such, later wfu and stored at SOF, seen sep05/apr06 c/n painted on tail as registration; departed SOF 16jun06; l/n ROV 09jul06 see c/n 1351308; l/n VKO mar10 l/n SCW apr12/oct14 stored line # 39-08; toc 31mar77; rgd 22apr77; f/n DME early 1978 in an incident report Naberezhnyye Chelny 06jun90; l/n LED 06sep92, as Tu-134A-3
49860	MSN-49858 RA-65728(2) RA-65728(2) CCCP-65056 CCCP-65056 RA-65056 RA-65056 RA-65056 RA-65056 RA-65056 RA-65056 RA-65056 CCCP-65057 CCCP-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	no titles UTair UTair Express AFL/N.Kavkaz-VOG AFL/Urals-PEE Aeroflot Izhavia Arkhangelsk AI Izhavia Izhavia Izhavia AFL/Lithuania AFL/Centr.Reg.-VOZ Aeroflot Voronozh Avia Voronozh Avia Tretyakovo Air Tr. no titles Gromov Air Zapolyarye white/grey c/s Aeroflot-Nord	SOF VKO GOJ mfd trf LED trf SVO DME DME mfd trf LED trf PRG DME DME HTG LED LED	16jun06 22jul07 aug10 26mar77 21oct77 17sep93 29aug95 06sep00 10jun01 17jul02 21mar77 22jan78 04aug93 01aug94 28apr96 23jun02 28jun03 27jun04 27may05 16jun06 07sep06	f/n DME 18nov98, in Aeroflot c/s, no titles; l/n IJK 16aug99 l/n DME 10may01; leased from Izhavia in Aeroflot c/s, no titles; l/n DME 21aug01 in full c/s with additional 'Udmurtiya' titles; l/n IJK 15mar14; broken up at IJK in 2014 line # 39-09; toc 05apr77; rgd 19apr77 f/n TAS 15sep87; l/n LED 18apr92
49865	CCCP-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/Centr.Reg.-VOZ Aeroflot Voronozh Avia Voronozh Avia Tretyakovo Air Tr. no titles Gromov Air Zapolyarye white/grey c/s Aeroflot-Nord	trf LED trf PRG DME DME HTG LED LED	22jan78 04aug93 01aug94 28apr96 23jun02 28jun03 27jun04 27may05 16jun06 07sep06	f/n MHP 06jul95, Aeroflot c/s, no titles l/n VKO 02jan02 l/n DME 17aug02; leased from Voronezh Avia l/n DME aug03/dec03, stored l/n VKO 02sep04; leased from Voronezh Avia 12jan04/31dec05 titles and logo, still basic Voronezh Avia c/s no titles; l/n SVO 05jul06 leased; in white/grey c/s with titles; l/n VOZ 27aug07; reportedly wfu by jan08 and returned to owner; broken up VOZ 2008 line # 39-10; toc 06apr77; rgd 19apr77; f/n VKO late 1977
49868	CCCP-65058 CCCP-65058 CCCP-65058	Tu-134A Tu-134A Tu-134A	AFL/Latvia AFL/Centr.Reg.-VOZ AFL/Centr.Reg.-IWA	mfd trf trf>	30mar77 20apr78 26dec87	w/o 27aug92 on the leg from Donetsk to Ivanovo of a flight from Mineralnyye Vody to Ivanovo when deviated from approach pattern and glide path on approach to Ivanovo in difficult weather conditions (due to poor crew interaction), struck tree tops 2,962 metres before the runway threshold, turned over and crashed 51.2 metres further on (at Lebyazhi Lug), all 7 crew and 77 passengers killed and some buildings on the ground damaged; t/t 26,307 hours and 16,388 cycles; canx but date unknown line # 40-01; toc 07apr77; rgd 28apr77; f/n SXF 14jun77
49870	CCCP-65059 CCCP-65059 RA-65059 RA-65059	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus AFL/Urals-PEE Aeroflot Permskiye Avialin.	mfd trf DME trf	31mar77 06jan78 20mar93 30mar94	l/n KUF 10feb98 in Aeroflot c/s, no titles until at least jun98; seen LED may99 with titles; f/n as Tu-134A-3 AER 18jul05; l/n DME 30jul06 l/n VKO 12sep09; CofA expired 30mar10; seen PEE 16aug14, stored; seen PEE 25aug15, missing outer wings; the forward fuselage including the cockpit section was seen 01jul17, displayed at an unknown location; now owned by the Perm Aviation museum and will normally reside there line # 40-02; toc 24may77; rgd 17jun77; f/n HEL 21jun77; opb 235 OAO
	RA-65059	Tu-134A-3	UTair	ROV	26may07	f/n DME 16aug97; Tu-134A-3 by aug97; leased to Chernomor Soyuz 19apr99/31dec04 f/n VKO 02aug02, Isf Kirov Air; l/n operational VKO 02sep04; seen MHP 19may05/18sep17 at ARZ-407, stored line # 40-03; toc 04may77; f/n VKO 16jun77; rgd 17jun77 seen as Tu-134A-3 VKO 11apr91; l/n VKO 04sep93 with Georgian flag on tail; l/n VKO 16jul94 with dark blue undersides and tail, red cheatline, small titles on lower fuselage; l/n VKO 11mar96 with dark blue undersides and tail, red cheatline; reported for Abavia; l/n TBS 01apr03 with dark blue undersides and tail, red cheatline; l/n LED 30aug03; in JP-05 under Georgian National Airlines, but never used as such; seen TBS (N41.675195 E44.954176) jul05/jun09, wfu; scrapped at TBS jun11/jul11 line # 40-04; rgd 23may77; f/n WAW jun77; on charge as of 01jul77
49872	CCCP-65060 CCCP-65060 CCCP-65060 RA-65060 RA-65060 RA-65060	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	Soviet Gvt/AFL c/s AFL/Urals-CEK AFL/Urals-KVX Aeroflot Kirov Avn Enterpr. Chernomor Avia	mfd trf trf LED trf rgd	04may77 22jun78 unknown 23oct93 18apr94 20apr99	
49874	CCCP-65061 CCCP-65061 4L-65061 4L-65061 4L-65061 4L-65061	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Estonia AFL/Georgia-SUI Aeroflot c/s, n/t Adjal Avia/Taifun Taifun c/s, n/t Air Bisc	mfd trf VKO VKO VKO VKO	08apr77 07sep78 04may94 25sep94 02jun01 22aug03	
49875	CCCP-65062 CCCP-65062 CCCP-65062 RA-65062 RA-65062 RA-65062 RA-65062 RA-65062 RA-65062	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Ukraine AFL/Centr.Reg.-IWA AFL/Centr.Reg.-VOZ Aeroflot Voronozh Avia Voronozh Avia Zapolyarye no titles Aeroflot-Nord	mfd trf trf LED trf IST KJA SVO SVO	19apr77 09sep77 unknown 23may93 01mar95 25jun98 18apr05 mar06 26may06	f/n IST 23sep97, Aeroflot c/s and titles; l/n IST may98, titles not reported l/n EVN 10nov00; leased to Gromov Air 19aug03/31dec04 Voronozh Avia cheatline; l/n KJA 09jul05 white with Voronezh Avia cheatline; l/n SVO 09apr06 leased from Voronezh Avia, reportedly returned to owner by 2009; not of Russian register nov09; l/n VOZ 22mar10; reported broken up in 2010 line # 40-05 ?; rgd 23may77
49880	CCCP-65063 RA-65063 RA-65063 RA-65063	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Tyumen-TJM Aeroflot Tyumen Airlines Tyumen Airlines	toc DME trf TJM	06may77 04jul94 31aug94 28jul00	l/n DME 27nov97, Aeroflot c/s and titles l/n TJM 09jul04; offered for sale on the Internet 16jun04; soc 22dec05 without documents line # 40-06; toc 07may77; rgd 02jun77 photo IJK 1978; l/n DME 16aug92
49886	CCCP-65064 CCCP-65064	Tu-134A Tu-134A	AFL/Arkhangel.-ARH AFL/Urals-PEE	mfd trf	03may77 16mar78	

	RA-65064 RA-65064	Tu-134A-3 Tu-134A-3	Aeroflot Permskiye Avialin.	DME LUX	20mar93 27dec97	/n DME 14may95 reportedly leased to S7 Summer 2007; /n PEE jun11/jun16, stored; scrapped jul18; fuselage only preserved at the Perm Aviation Museum, /n 10jul21 line # 40-07; toc 06jun77; rgd 08jul77; opb 235 OAO until 09oct81; trf to Aviaexport 12oct81 for export to Kampuchea (based on a decree of the Council of Ministers dated 20sep79) according to the MGA document, Soviet register gives as 09oct81 checked as ex CCCP-65065 when seen PNH 18nov93 f/n GOJ 22aug95, in Aeroflot c/s and titles /n BAK 28aug01 /n DME 28aug03, see next line f/n LED 26jul04; /n GOJ nov09 with titles; /n PEE 19may10 line # 40-08; toc 08jul77; rgd 01aug77; f/n LED 19aug83 /n MHP 13may96, in Aeroflot c/s and titles /n SVO 19aug02 Isf Arkhangelsk Airlines (bought by Aeroflot aug04); f/n SVO 11jun03; /n SVO 27mar05 /n active ARH 04sep07; seen ARH may08/jan09, wfu; seen preserved in the museum at ARH nov09/jun24 line # 40-09; had East German Air Force serial '123' allocated; /n SXF 30apr80 seen AMS 10oct87; departed SXF 17jun90 on delivery to, see below was wfu by end 1996; seen HAN mar99/oct02, wfu and gone by jan04 line # 40-10; mfd given as 07jul77; rgd 10aug77; f/n KJA 01jul92
49890	CCCP-65065	Tu-134AK	Soviet Gvt/AFL c/s	mfd	24may77	
	XU-101 RA-65065 RA-65065 RA-65065 RA-65065 RA-65065 CCCP-65066 RA-65066 RA-65066 RA-65066 RA-65066 RA-65066 DM-SDK DDR-SDK VN-A122	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134AK Tu-134AK Tu-134AK	Kampuchea Airlines Nizhni Novgorod Al Nizhni Novgorod Al Tret'yakov Al Tatarstan Aeromoskovia AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al Arkhangelsk Al Utair Aeroflot-Nord EGAF/Interflug c/s EGAF/Interflug c/s Vietnam Airlines	PNH rgd GOJ DME trf NNM mfd SVO trf SVO rgd SVO rgd SVO d/d	13nov88 25nov93 04aug01 17apr02 02jun03 15feb10 04jul77 19mar93 22feb94 22aug97 04jun03 22apr05 27may77 31aug81 jun90	
49898	CCCP-65066 RA-65066 RA-65066 RA-65066 RA-65066 RA-65066 RA-65066 DM-SDK DDR-SDK VN-A122	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134AK Tu-134AK Tu-134AK	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al Arkhangelsk Al Utair Aeroflot-Nord EGAF/Interflug c/s EGAF/Interflug c/s Vietnam Airlines	NNM mfd SVO trf SVO rgd SVO d/d	15feb10 04jul77 19mar93 22feb94 22aug97 04jun03 22apr05 27may77 31aug81 jun90	
49900	CCCP-65067 RA-65067 RA-65067 RA-65067 RA-65067 RA-65067 RA-65067 RA-65067 RA-65067 RA-65067 RA-65067	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Centr.Reg.-VOZ Aeroflot Voronezh Avia Voronezh c/s, n/t Phoenix Air, n/t Voronezh Avia Voronezh c/s, n/t Voronezh Avia Voronezh c/s, n/t Polet Aeroflot-Nord	toc LED trf SVO PRG SVO TBS VOZ DME SVO	06jul77 16jun93 01mar95 16jul00 08sep00 09may01 15dec01 27aug03 15aug05 02jul06	
	CCCP-65068 ES-AAG RA-65068 RA-65068 RA-65068 CCCP-65069 CCCP-65069 CCCP-65069 CCCP-65069 CCCP-65069 RA-65069 RA-65069 UN-65069 UP-T3408	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Estonia-TLL Estonian Air Aeroflot Pulkovo Avia Pulkovo Avia AFL/Belarus AFL/Central Region AFL/Azerbaijan AFL/Uzbekistan-TAS AFL/Komi-SCW Aeroflot Komiavia Atrypau Airways Atrypau Airways Polish Air Force	mfd rgd LED trf LED mfd trf trf trf trf AMS trf BUD no mfd	15jul77 20jan92 30aug95 10nov95 08jan99 15jul77 12dec77 11jul80 06jan82 09apr88 11jul93 25apr95 22mar99 no reports 17jun77	
49908	CCCP-65069 CCCP-65069 CCCP-65069 CCCP-65069 CCCP-65069 RA-65069 RA-65069 UN-65069 UP-T3408 101 (2)	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134AK	AFL/Belarus AFL/Central Region AFL/Azerbaijan AFL/Uzbekistan-TAS AFL/Komi-SCW Aeroflot Komiavia Atrypau Airways Atrypau Airways Polish Air Force	mfd trf LED trf trf AMS trf BUD no mfd	15jul77 12dec77 11jul80 06jan82 09apr88 11jul93 25apr95 22mar99 no reports 17jun77	
	65559 CCCP-65559 RA-65559 RA-65559 RA-65559	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Ukraine INFPF AN Ukraine ex Avial Ukr, n/t Aeroflot Rus. Al Aeroflot Rus. Al	ATH rgd ZIA toc FRA	dec91 12mar92 17may93 01jul93 17jan94	
	RA-65559 RA-65559	Tu-134A-3 Tu-134A-3	Aeroflot-Plus Tsentr-Yug	SVO LED	27nov06 05mar12	
49912	CCCP-65070 CCCP-65070 CCCP-65070 CCCP-65070 RA-65070 RA-65070 UN-65070 UP-T3407	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A	AFL/Privolzhsk AFL/Azerbaijan AFL/Uzbekistan-TAS AFL/Komi AFL/Komi Komiavia Atrypau Airways Kazakhstan Emercom	mfd trf trf trf SVO trf BUD AYT	28jul77 14jul78 08jan82 08apr88 13apr93 22feb94 06mar98 02may09	
49913	OK-HFL LZ-TUJ LZ-TUJ LZ-TUJ LZ-TUJ LZ-TUJ CCCP-65071	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	CSA CSA Czech Airlines ex CSA c/s, n/t Hemus Air Albanian Airlines Hemus Air AFL/Ukraine	d/d fr. PRG BUD FRA VAR mfd	01jul77 01jan93 19dec97 15jun98 21nov98 24may04 28jul77	
	CCCP-65071 CCCP-65071 ER-65071 ER-65071	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Moldova-KIV Air Moldova Air Moldova Air Moldova c/s	trf MSQ rgd VKO	09jul80 12jul92 23nov94 24aug97	
49972	CCCP-65072 CCCP-65072 CCCP-65072 EK-65072 EK-65072	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Lithuania-VNO AFL/Komi-SCW AFL/Armenia-EVN Armenian Airlines Armenian Governmt.	mfd trf trf VKO CDG	30jul77 17nov77 05jan81 05jul93 26sep98	
49980	CCCP-65073 CCCP-65073 UR-65073 UR-65073 102 (2)	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134AK	Soviet Gvt/AFL c/s AFL/Ukraine-HRK Avialini. Ukrayiny Adjarian Airlines Polish Air Force	mfd trf trf VKO mfd	19dec77 05jun82 03may93 jul95 23jul77	
49985	SP-LHI 102 (2) CCCP-65623(2) CCCP-65623(2) RA-65623(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Polish AF/LOT c/s Polish Air Force Avialini. Ukrayiny ex Avial Ukr, n/t Aeroflot Rus. Al	rgd LHR rgd ZIA toc	09aug88 14apr91 12mar92 17may93 01jul93	
49987	CCCP-65074 RA-65074 RA-65074 RA-65074 RA-65074	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia KavMinVody Avia KavMinVody Avia	mfd MHP trf IST LCA	07sep77 09sep93 15dec94 14apr97 20jun00	
49998	CCCP-65075 65075 65075	Tu-134A Tu-134A Tu-134A-3	AFL/N.Kavkaz-GRV Aeroflot STIGL	mfd IST MUC	19sep77 20nov92 16jun93	
60001	CCCP-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Ukraine-KBP Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	mfd ALA VKO PRG VKO KBP GDN	23sep77 24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans UM Air Komplekstimpe	ALA VKO PRG VKO KBP GDN	24apr93 05jul93 19sep00 apr01 29sep02 30jun05	
	UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076 UR-65076	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Avialini. Ukrayiny UM Air Sibaviatrans			

60028	CCCP-65077	Tu-134A	AFL/Ukraine-KBP	mfd	29aug77	line # 42-03; toc 05sep77; rgd 21sep77; f/n SXF 18dec77; seen KBP 13apr92 as Tu-134A-3; l/n KBP 08sep92
	65077	Tu-134A-3	Aeroflot	BAK	10dec92	
	UR-65077	Tu-134A-3	Avialini. Ukrayiny	rgd	21jan93	f/n LCA 21jan93; additional 'AGO' titles 1994/1995; seen PRG 1995, additional Adjarian Airlines titles; wfu KBP, seen KBP apr03/nov06 engineless; not present may07; canx 15jun07
60035	YU-AJV	Tu-134A	Aviogenex	mfd	26aug77	line # 42-04; d/d aug77; f/n DUS 02sep77; named 'Mostar'
	CCCP-65563	Tu-134A	MAP NovosibirskAPO	rgd	22feb85	In Aeroflot c/s; f/n MHP 10sep87; f/n as Tu-134A-3 DME sep91; l/n ZIA 11aug92
	RA-65563	Tu-134A-3	MAP NovosibirskAPO	SVO	20apr93	In Aeroflot c/s
	RA-65563	Tu-134A-3	NAPO Aviatrans	MHP	18aug97	owned by Novosibirsk aircraft factory and opb Sibir; last overhaul completed 26sep97; l/n OVB dec99, in basic ex Aeroflot c/s with a blue tail
						owned by Gazpromavia; with additional 'Astrakhangazprom' titles; l/n as such DME 10feb03; last flight 12mar03 to Astrakhan and stored there; seen ASF 23may04; offered for sale by Astrakhangazprom 11nov05 with t/t 21,766 hours and 10,540 cycles; seen in primer ROV 27jun08 in ARZ-412; seen aug12 parked outside now bare metal without registration, with clipped wings and tail removed; l/n aug13/aug16; still current on register aug16
60043	CCCP-65078	Tu-134A	AFL/Ulyanovsk HFS	mfd	26sep77	line # 42-05; toc 15oct77; rgd 23nov77; f/n sep85; soc and canx 05feb96 as life-time expired; seen ULV (N54.276188 E48.242394) aug97/26jul19 wfu
60054	CCCP-65079	Tu-134A	AFL/Lithuania-VNO	mfd	26sep77	line # 42-06; toc 09oct77; rgd 16nov77
	LY-ABD	Tu-134A	Lithuanian AI	FRA	19jul92	seen HAJ 16jul94
	LY-ABD	Tu-134A	Aurela	MHP	13may96	CofA expired 25aug96
	LY-ASK	Tu-134A	Aurela	IND	21aug96	l/n PRG 13feb00; CofA expired 03aug00; canx from Lithuanian register, date unknown
	RA-65079	Tu-134A	Tulpar	GVA	02jan01	
	RA-65079	Tu-134A	Tagazininvest, n/t	rgd	29jun01	f/n SVO 12aug01; l/n SVO 29aug03
	RA-65079	Tu-134A-3	Sirius Aero	VKO	28jun05	in executive c/s with small titles; l/n GOJ 11nov08; offered for sale may09 with t/t 37,115 hours and 23,388 cycles, but could not be sold; scrapped at GOJ may/jun11, left wing removed 30may11 (reportedly for a monument)
60065	CCCP-65080	Tu-134A	AFL/N.Kavkaz-VOG	mfd	19jul77	line # 42-07; toc 13oct77; rgd 17nov77; f/n SXF jul78
	CCCP-65080	Tu-134A	AFL/N.Kavkaz-ASF	trf	1987	
	RA-65080	Tu-134A	Aeroflot	DME	01sep93	
	RA-65080	Tu-134A	Astrakhan Airlines	trf	14apr94	l/n DME may95, in Aeroflot c/s and titles, as Tu-134A-3
	RA-65080	Tu-134A-3	Astrakhan Airlines	DME	26aug95	in Aeroflot c/s, no titles
	RA-65080	Tu-134A-3	Astrakhan Airlines	ASF	18may96	l/n DME aug96
	RA-65080	Tu-134A-3	Madina	rgd	26jan01	leased from Astrakhan AI 15jan01
	RA-65080	Tu-134A-3	KrasAir	rgd	18jul01	leased from Astrakhan AI 05jul01/05jul02, seen SHJ 29dec01, in basic Astrakhan Airlines c/s still with 'Ast' on the fin, no titles; l/n IST 29may02
						leased from Astrakhan AI 04jun02; f/n DME 14jun04; in full c/s with type painted as just Tu-134A; l/n DME 22jul04, see rgd next line
	RA-65080	Tu-134A-3	Kolavia	rgd	30aug02	leased from Astrakhan AI 05jan04; f/n DME 01aug04; in basic ex Kolavia, no titles; type painted as just Tu-134A; l/n VOG 23aug04; crashed 24aug04 on flight 1303 from DME to Volgograd near the village of Buchalki in Klimov district, Tula region at 22:56 hours Moscow time, after an explosion inside the cabin (terrorist attack), all 9 crew and 35 passengers were killed; t/t less than 30.000 hours; soc 21feb05
	RA-65080	Tu-134A-3	Volga Aviaexpress	rgd	11jan04	line # 42-08; toc 28oct77; rgd 14dec77; f/n LED 10jun82; l/n LGW 30jun89
60076	CCCP-65081	Tu-134A	AFL/Lithuania-VNO	mfd	19oct77	and PRG 28aug92, Aeroflot c/s, no titles with Lithuanian flag on tail; f/n in full c/s with titles LHR 13apr93; l/n KBP 03jul96; CofA expired 07may97
	LY-ABE	Tu-134A-3	Lithuanian AI	FRA	29mar92	arrived for painting that day
	UR-65081	Tu-134A-3	Lithuanian AI	MST	07jul96	named 'Nina'; carried additional 'Unex Bank' titles; l/n KBP 03jul99
	UR-65081	Tu-134A-3	Transago	MST	19jul96	wfu, without engines; owned by Aviakompaniya Trans AGO; based at KBP; canx 13aug08; to be scrapped
	UR-65081	Tu-134A	Prestige Avia	KBP	jul07	line # 42-09; toc 29oct77; rgd 28nov77; f/n BSL 21jan78
	CCCP-65082	Tu-134A	AFL/Belarus	mfd	29sep77	still CCCP- 20sep93; with small additional Aeroflot titles below cheatline
	CCCP-65082	Tu-134A-3	Belarussia AI	MHP	28apr92	
	EW-65082	Tu-134A-3	Belarussia AI	FRA	25oct93	
	EW-65082	Tu-134A-3	Belavia	MSQ	07oct95	l/n DME 03dec01
	RA-65082	Tu-134A-3	Severlizing	rgd	10jul03	leased from Severlizing since 22jun03; thereafter Isf Arkhangelsk Airlines (bought by Aeroflot aug04); opf Aeroflot-Nord in full UTair c/s apr05; l/n SVO 06nov05
	RA-65082	Tu-134A-3	UTair	VKO	16jan04	l/n ARH 12oct08, on racks; possibly scrapped by jan09
60090	RA-65082	Tu-134A-3	Aeroflot-Nord	SVO	22dec05	line # 42-10; toc 22oct77; rgd 22nov77; f/n VKO late 1977; l/n LED 07sep92, as Tu-134A-3
	CCCP-65083	Tu-134A	AFL/Arkhangelsk.-ARH	mfd	15oct77	
	RA-65083	Tu-134A-3	Aeroflot	SVO	04jul93	f/n SVO 03jul95
	RA-65083	Tu-134A-3	Arkhangelsk AI	trf	22feb94	probably not UN-, see next line
	UN-65083	Tu-134A-3	not reported	ALA	26may02	l/n VKO 01feb03
	RA-65083	Tu-134A-3	TyumenAviaTrans	SVO	jun02	f/n VKO 06may03; l/n VKO 26aug04
	RA-65083	Tu-134A-3	UTair	rgd	29jan03	operator renamed Nordavia in late 2009; seen SVO 28feb10, active; l/n ARH 03jun10, stored
	RA-65083	Tu-134A-3	Aeroflot-Nord	SVO	27mar05	in basic new Aeroflot c/s; presented on company website 20jul10; seen TOF 16jan15; reported for
	RA-65083	Tu-134A-3	Katekavia	ph.	20jul10	Turukanm, l/n TOF 14jun15, still in full Katekavia c/s with titles
						in ex-Katekavia c/s with titles; l/n UFA 23jan17; canx between 05may17 and 07jun17; scrapped KJA 16sep17
60108	DM-SDL	Tu-134AK	EGAF/Interflug c/s	rgd	22nov77	line # 43-01; had East German Air Force serial 115 allocated
	DDR-SDL	Tu-134AK	EGAF/Interflug c/s	rgd	20nov81	seen LHR 29oct84; departed SXF 17jun90 on delivery to, see below
	VN-A124	Tu-134A	Vietnam Airlines	d/d	jun90	f/n SGN 30aug91; f/n as a Tu-134A-3 HAN 26oct93; seen SGN mar96/mar01, stored and gone by jan04
60115	CCCP-65084	Tu-134A	AFL/Arkhangelsk.-ARH	mfd	30nov77	line # 43-02; toc 02dec77; rgd 16dec77; f/n LED 10jun82
	RA-65084	Tu-134A-3	Polise Air	HEL	14apr93	operated for United Nations this day; l/n SIP 14jun93
	RA-65084	Tu-134A-3	Air Guinée	ATH	12oct93	l/n CKY nov93, in basic Polise Air c/s, orange cheatline and tail, with titles; photo ATH dec93, still as such
	RA-65084	Tu-134A-3	Polise Air	SVO	dec93	reported in full Polise c/s again
	RA-65084	Tu-134A-3	Arkhangelsk AI	trf	22feb94	f/n MHP 10jul94, in Aeroflot c/s and titles
	RA-65084	Tu-134A-3	Arkhangelsk AI	MHP	09sep94	l/n VKO 02sep97, reportedly no titles, only AVL on fin ?
	RA-65084	Tu-134A-3	TyumenAviaTrans	SVO	18jun00	rgd 10jul01 !; seen again KZN 15aug01; Isf Arkhangelsk Airlines; l/n VKO 01feb03
	RA-65084	Tu-134A-3	Arkhangelsk AI	rgd	15jan03	in new c/s with large cyrillic 'AVL' titles; f/n SVO 18aug03; company acquired by Aeroflot aug04; l/n active
60123	CCCP-65085	Tu-134A	AFL/Belarus-MSQ	mfd	30nov77	SVO 15dec07; stored at ARH without engines, l/n may08; not present oct08
	EW-65085	Tu-134A	Aeroflot	MSQ	07sep93	line # 43-03; toc 06dec77; rgd 26dec77; f/n BSL 21jan78; l/n ZRH 01aug93
	EW-65085	Tu-134A	Belavia	FRA	11nov93	l/n SXF 19sep93
60130	CCCP-65086	Tu-134A	AFL/N.Kavkaz-VOG	mfd	12dec77	l/n MSQ 28aug03; not in Belavia fleet list feb08; scrapped Orsha, Belarus, 2013
	RA-65086	Tu-134A-3	Aeroflot	VOG	30aug93	line # 43-04; toc 30dec77; rgd 14feb78; f/n PRG 28aug78
	RA-65086	Tu-134A-3	Volga Airlines	trf	22feb94	f/n VIE apr97; l/n DME 21oct03
	RA-65086	Tu-134A-3	Volga Aviaexpress	DME	11jul04	l/n VKO 11jun09; seen VOG mar12/apr18, stored; dismantled by sep21 with wings and tail removed; seen again complete preserved Srednyaya Akhtuba (N48.725937, E44.86453008) may22; repainted in sand/dark green and brown camouflage c/s without registration by jan23; not canx from the Russian register; l/n jun24
60142	OK-HFM	Tu-134A	CSA	mfd	02jan77	line # 43-05; rgd 21dec77; d/d 22dec77; f/n LHR 16may78; l/n PMI sep93, see trf next line
	OK-HFM	Tu-134A	CSA Czech Airlines	fr.	01jan93	f/n PRG jun95; l/n BCN 28jun97; wfu 26oct97; canx 03nov97
	LZ-TUH	Tu-134A	Hemus Air	PRG	06nov97	t/t 25,724 hours and 22,948 cycles by 06nov97; l/n BUD 02mar98
	LZ-TUH	Tu-134A	Albanian Airlines	BLQ	15mar98	l/n IST 28aug98
	LZ-TUH	Tu-134A	Albanian c/s, n/t	FRA	15may99	
	LZ-TUH	Tu-134A-3	Hemus Air	FRA	26feb00	last overhaul completed 27jan00; seen CPH 23jun01 with additional 'Cargospeed' titles and NUE 18aug01 again without them; CofA expired 02dec04; seen stored at SOF jun05/feb06; offered for sale by SkyBirdHeli 27may06 with t/t 28,278 hours; sold to unknown Russian airline
						still with 'Hemus Air' logo on fin; c/n painted on engines as registration; ferried SOF-VKO 15may06 with call-sign '65828'; seen stored at VKO 29may07; seen in ARZ-407 at MHP 12may08, registration painted out
	MSN-60142	Tu-134A-3	all-white c/s, n/t	photo		l/n PEE 17jul10; see c/n 12086
60155	RA-65828(2)	Tu-134A-3	UTair	VKO	08jun09	l/n VKT 17may12; seen SCW jul12/mar14, stored; broken up by 08nov14
	RA-65828(2)	Tu-134A-3	UTair Express	GOJ	aug10	line # 43-06; toc 06jan78; rgd 20jan78; f/n SXF 02may84
	CCCP-65087	Tu-134A	AFL/Belarus-MHP	mfd	23dec77	
	CCCP-65087	Tu-134A	AFL/Belarus-KGD	trf	09sep86	
	CCCP-65087	Tu-134A	Vnukovo PO	trf	10may90	
	RA-65087	Tu-134A	Kaliningradavia	trf	21jan93	rgd 22sep93; f/n KGD 03jul94, in Aeroflot c/s and titles
	RA-65087	Tu-134A	Kaliningradavia	DME	23aug97	in Aeroflot c/s, no titles
	RA-65087	Tu-134A	Kaliningradavia	KGD	10sep98	fuselage in Aeroflot c/s with Kaliningradavia tail c/s; l/n SVO 24jun05
	RA-65087	Tu-134A-3	RusAir	SVO	28jul05	remnants of previous c/s, logo on fin; seen SVO 21feb07 in all- white c/s with small 'RusAir' logo on lower forward fuselage; l/n ZIA 17aug11, stored; canx before apr16
60172	CCCP-65088	Tu-134A	AFL/Lithuania-VNO	mfd	09jan78	l/n LHR 01dec93
	LY-ABF	Tu-134A-3	Aeroflot c/s, n/t	HAM	29feb92	reported in full Lithuanian Airlines c/s SVO 19oct93, but see l/n date above !; l/n MHP 13may96; canx as
	LY-ABF	Tu-134A-3	Lithuanian AI	VNO	10sep94	sold to ARZ-407 at Minsk; CofA expired 28feb97
	RA-65088	Tu-134A-3	Transaero Ekspress	rgd	21aug96	f/n SVO late 1996; l/n BUD 12mar97, opf Clintondale Aviation
	RA-65088	Tu-134A-3	Clintondale	SVO	30jun98	l/n SVO 19sep98
	RA-65088	Tu-134A-3	Pulkovo Avia	rgd	28oct98	f/n LED 08jan99; wfu at LED, seen oct06/27apr07; broken up at LED apr/may07; t/t 42,007 hours and 26,974 cycles; canx before nov09
60180	CCCP-65089	Tu-134A	AFL/GosNII GA	mfd	31jan78	line # 43-08; toc 03mar78
	CCCP-65089	Tu-134A	AFL/Ukraine-KBP	trf	07jun78	rgd 29jun78; f/n FRA 02sep78; l/n KBP 15apr92
	UR-65089	Tu-134A	Avialini. Ukrayiny	VKO	03sep94	trf to Bukovyna Airlines according to JP-00
	UR-65089	Tu-134A-3	UM Air	BUD	13feb02	Ukrainian Mediterranean Airlines; owned by JTR Company SAL (Lebanon); named 'Yaroslav'; canx 01oct08; l/n KBP sep09/sep12, stored; broken up KBP oct14
60185	CCCP-65090	Tu-134A	AFL/Belarus-MHP	mfd	30dec77	line # 43-09; f/n SXF 10jan78; rgd 20jan78; toc 10feb78
	CCCP-65090	Tu-134A	AFL/Belarus-KGD	trf	03nov87	
	CCCP-65090	Tu-134A	Vnukovo PO	trf	10may90	

	RA-65090 RA-65090 RA-65090	Tu-134A Tu-134A Tu-134A	Kaliningradavia Kaliningradavia Orenburg Airlines	trf IST SVX	21jan93 22sep97 15jul05	f/n DUS 19jun93, in Aeroflot c/s and titles; rgd 20aug93; l/n GRO jul97 l/n DME 20mar05 carried additional small 'Ural Airlines' titles on nose since mar06 and as Tu-134A-3; in operator's certificate of Ural Airlines apr07; l/n DME 20oct07
60195	RA-65090 CCCP-65091 LY-ABG LY-ABG RA-65091	Tu-134A-3 Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	Orenair AFL/Lithuania-VNO Lithuanian Al Lithuanian Al Orient Avia	DME mfd LED AMS	17jun08 09jan78 17apr92 11jul93	l/n DME 20aug11; canx before apr16 line # 43-10; toc 06jan78; rgd 03feb78; f/n VNO feb90; l/n WAW sep91, as Tu-134A-3 in basic ex-Aeroflot c/s, no titles with Lithuanian flag on tail in full c/s and with titles; l/n VNO 22aug96, wfu; CoFA expired 01feb97 bought end 1996 but probably never delivered; registration is not present on Russian register/canx register; Orient Avia filed for bankruptcy jul97 f/n TLL 25apr98; seen stored in full c/s, TLL apr02; l/n aug06; seen at the Tartu Aviation Museum (Tartu Lennundusmuuseum, off airport) (N58.288565 E26.764631) aug06; l/n 27apr22 line # 44-01; toc 20feb78; rgd 10mar78; VIP aircraft, operated for the government of the Kazakh Soviet Republic opb 235 OAO f/n LED 17sep86; reported as Tu-134A-3 in an incident report at Ufa 14dec87 f/n LIM 24apr93; leased from Avialiniyi Kharkova; reportedly returned from lease jun93; see next line ntu, see previous line leased from Avialiniyi Kharkova; reportedly subleased from Katram jun93; canx only 13aug08 named initially "Yawar Huaca" and later "Atahualpa"; f/n LIM 15jan94; dbr 15apr95 when made a wheels-up landing at Lima after a tyre had exploded on take-off from Cuzco; CoFR expiry 25oct95; seen derelict at LIM sep97/apr06; canx 08feb00; broken up jul07 line # 44-02; toc 09mar78; rgd 17mar78; opb 235 OAO at VKO opb Kharkovski OAO; f/n IKT 25sep86 converted by 1988; opb Kharkovski OAO; l/n HRK 1991 f/n LIM 10apr93; reported returned from lease jun93, see next line ntu, see previous line l/n LIM 15jan94, still as UR-65093, see next line named 'Sinchí Roca' after the second Sapa Inca of the Kingdom of Cusco; registration not worn and ntu; CoFR expired 25oct93; canx 13apr94; returned to Ukraine 14may94; see previous line in basic Imperial Air c/s with white fin, no titles; l/n HRK 22aug97; canx 02oct97 in full c/s; f/n LGW 15feb98; l/n LED 04oct06 repainted in full c/s during overhaul; f/n LED 17apr07; l/n operational LED 26dec08; wfu jan09; CoFA expired 18feb09; t/t 38,885 hours and 25,001 cycles; sat wfu at LED, l/n nov10; canx 03aug10; reportedly scrapped at LED dec10 line # 44-03; toc 13mar78; rgd 27mar78; opb 235 OAO; f/n LED 19aug83 l/n VKO 19may91, as Tu-134A-3
60206	ES-LTA CCCP-65092 CCCP-65092 UR-65092 OB-1492 UR-65092 OB-1553	Tu-134A-3 Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	ELK Airways AFL/Kazakhstan Soviet Gvt/AFL c/s AFL/Ukraine-HRK Aero Tumi Aero Tumi Imperial Air Imperial Air	rgd mfd trf trf rgd res i/s rgd	29aug97 09feb78 10aug81 16jul82 22jan93 feb93 08nov93 19oct93	
60215	CCCP-65093 CCCP-65093 CCCP-65093 UR-65093 OB-1491 UR-65093 OB-1552 UR-65093 RA-65093 RA-65093	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Ukraine AFL/Ukraine Aero Tumi Aero Tumi Imperial Air Imperial Air not known Pulkovo Avia Rossiya Russian Al	mfd trf trf rgd res i/s rgd HRK rgd rgd	18feb78 09sep82 22jan93 feb93 25jul93 19oct93 23jun97 10nov97 12oct06	
60255	CCCP-65094 CCCP-65094 CCCP-65094 ER-65094 ER-65094	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Moldova-KIV Moldovan Governmt Moldovan Governmt Air Moldova	mfd trf HEL rgd FRA	13mar78 28jan83 08jul92 22mar94 22may00	seen already f/n BRU 14mar94; with just 'Moldova' titles; l/n CDG 24aug99 seen KIV (N46.935388 E28.925836) 2007, wfu; l/n KIV 21may21 line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60256	CCCP-65095(1)	Tu-134A	AFL/Belarus-MSQ	mfd	31jan78	
60257	CCCP-65096 RA-65096 RA-65096 RA-65096 RA-65096 RA-65096 RA-65096	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al Arkhangelsk Al Arkhangelsk Al Aeroflot-Nord Aeromoscovia	mfd AMS trf LED SVO SVO GOJ	22feb78 12jul93 22feb94 14apr99 14aug01 26feb07 03mar11	f/n ARH 10jun94, Aeroflot c/s and titles; l/n RTM 14jan98 in Aeroflot c/s, no titles; l/n LED 2.may99 Arkhangelsk Airlines was bought by Aeroflot aug04; l/n LED 17apr06 l/n active SVO 31jul09; stored at ARH, l/n 03jun10 in basic Aeroflot-Nord c/s with small 'Tsentr-Yug' titles by nose; l/n VKT 30apr12 line # 44-06; toc 01mar78; rgd 17mar78; f/n VKO 31aug81 f/n ROV 14jul94, in Aeroflot c/s and titles in Aeroflot c/s, no titles l/n FRA 23sep00 f/n ROV 21jul01; l/n ROV oct04/jan05, engineless; not in fleet list 01oct03; soc 23dec04 as life-time expired line # 44-07; toc 07mar78; rgd 20mar78 l/n DME 06sep93 f/n DME 27may96; l/n REN 21apr97 as Tu-134A-3 leased 02feb00/31dec00 f/n LED 10jul01; l/n DME 20jun02 last overhaul completed 25apr03 seen DME 12jul04 in all-white c/s, no titles; seen OVB 11jul05 with additional 'Alrosa' titles Isf Orenburg Airlines; in white c/s with grey undersides, blue rudder; l/n DME 22jul06, in white c/s with grey undersides in Orenair fleet list 15jan08; t/t 49,997 hours and 28,122 cycles by jan10; l/n REN 23mar11/28aug11, wfu, in all white c/s, no titles; broken up REN mar13 line # 44-08; toc 07mar78; rgd 29mar78; f/n DME 12apr92 as Tu-134A-3; l/n DME 15aug92
60258	CCCP-65100 RA-65100 RA-65100 RA-65100	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-ROV Donavia Donavia Donavia	mfd trf LCA ROV	22feb78 25nov93 19sep95 13may96	
60260	CCCP-65101 RA-65101 RA-65101 RA-65101 RA-65101 RA-65101 RA-65101 RA-65101 RA-65101	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-REN Aeroflot Orenburg Airlines KavMinVody Avia Orenburg Airlines TyumenAviaTrans UTair Orenburg Airlines Alrosa Orenburg Airlines	mfd trf rgd rgd VKO rgd rgd ph.	22feb78 early93 25nov94 02mar00 07jun01 11jul02 22may03 01jun04 feb06	
60267	CCCP-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-ASF Aeroflot Astrakhan Airlines Astrakhan Airlines Bashkirian Al Astrakhan Airlines no titles Karat Tatarstan Aeromoscovia Tsentr-Yug	mfd LED trf VKO UFA SAW ASF OVB DME DME MHP	28feb78 23oct93 13apr94 19aug99 28apr02 12apr05 2005 18may05 04jun07 20jan10 03apr12	l/n IST 18mar96, Aeroflot c/s, no titles; l/n ASF 19may96, engineless leased to Bashkirian Airlines from 25jun01 in incident report; l/n DME 11jun04 company acquired by Karat and ceased operations per may05 in basic Bashkirian c/s in white/grey c/s; l/n DME apr07; still in operator's certificate apr07 in white/grey c/s; l/n DME 06sep09 l/n PEE 22may10 all-white c/s with small titles near front door; l/n KUF 21jun15; offered on the internet by Atlas-Jet for charter, 68/76 seater; canx between 23may18 and 20jul18 line # 44-09; d/d 11mar78; rgd 14mar78; f/n LHR 11apr78; l/n FCO feb95, see trf next line seen PRG jun95; wfu 19nov97; canx 24nov97 rgd 02dec97; in basic CSA c/s without titles; f/n VKO sep98; l/n VOZ 10aug99; seen KUT 19sep99/25feb01, wfu; sold to Rus 06dec00 for only US\$ 30,000 (the low price was due to its poor condition); restored to flying condition and formally handed over to new owner 21feb01; started ferry flight from Kutaisi to Zhukovski 26feb01 with call-sign '65979'; but suffered multiple fuel transfer pump failure and fuel leak and force-landed at ROV; repaired and ferried to Zhukovski, subsequently stored Rus had its licence revoked after the crash of Il-76TD RA-76588 on 14jul01, so the preparations for repainting were stopped; seen ZIA 22aug03 with only ex OK-IFN under wing; l/n stored ZIA 31mar10/sep13; scrapped, only front part of the fuselage left apr21 line # 44-10; toc 07mar78; rgd 04apr78; f/n VKO 11aug88; Tu-134A-3 by apr91; l/n SVO 24jun92
60282	OK-IFN OK-IFN 4L-AAE	Tu-134A Tu-134A Tu-134A	CSA CSA Czech Airlines Georgian Airlines	mfd fr. h/o	28feb78 01jan93 19nov97	
	no reg	Tu-134A	bare metal	ZIA	14aug01	
60297	CCCP-65103 RA-65103 RA-65103 RA-65103	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al Arkhangelsk Al	mfd ZRH trf SVO	28feb78 10jan93 22feb94 22aug01	rgd 04jul94; f/n ARH 12jul94, Aeroflot c/s with 'Arkhangelsk Airlines' badge; l/n ATH 02oct00 named 'Naryan-Mar'; in new c/s with large cyrillic 'AVL' titles; Arkhangelsk Airlines was bought by Aeroflot aug04; l/n SVO 03jun05 already reported in technical inspection document 18sep06; l/n active LED 22apr09; wfu apr09; t/t 48,571 hours and 30,218 cycles; l/n ARH jun10, wfu; reportedly b/u 2014 line # 45-01; on charge as of 01apr78; rgd 07apr78; f/n VKO 13sep87
60301	CCCP-65104 RA-65104 RA-65104 RA-65104	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-ROV Aeroflot Donavia Donavia	mfd AKX trf MHP	20mar78 24apr93 25nov93 09oct95	f/n FRA 02jul95, in Aeroflot c/s, no titles l/n ROV 21jul01 no engines, wfu ?; soc 10dec00 as life-time expired; canx 15mar02; reported derelict at ROV line # 45-02; toc 24mar78; rgd 07apr78 l/n KUN 10sep94; CoFA expired 10oct96 23nov95 according to MGA document; f/n SVO 15mar96; converted to Tu-134A-3 before mid-2004; l/n DME 06sep08; operator's certificate revoked 30sep08; current on register nov09; t/t 47,850 hours and 29,335 cycles line # 45-03; toc 29mar78; rgd 18apr78; f/n LED 22sep87; l/n SVO 11sep92 l/n 02may93 seen VIE 28feb02 as Tu-134A-3; not in Belavia fleet list feb08; seen MSQ may08/jul14, wfu line # 45-04; d/d 24mar78; named 'Pristina'; f/n AMS 29apr78; seen LGW 22sep79; returned to Soviet Union 1984 as such in old Soviet register marked as re-rgd to, see next line
60308	CCCP-65105 LY-ABH RA-65105	Tu-134A Tu-134A Tu-134A	AFL/Lithuania-VNO Lithuanian Al Samara	mfd SNN trf	20mar78 11jan92 22nov95	in basic Aeroflot c/s, with Rossiya titles and small Aeroflot titles below the cheatline operated for Ulan-Ude Aviation plant (UUAP); f/n VNO 28aug95; l/n KUF 28aug97 in white c/s with dark blue and thin light blue cheatline, titles in red; l/n VKO 08jul01 in incident report; l/n KJA 04jul03; lsd to Enkor 08sep03/08sep04 l/n DME 26apr04; with small 'Enkor' titles DME 04jul04 ? l/n MMK 02jun10 l/n as such SCW 23sep11; seen SCW 25sep11, all-white c/s with small titles only; l/n UFA 09jan15, as such
60315	CCCP-65106 CCCP-65106 EW-65106	Tu-134A Tu-134A Tu-134A	AFL/Belarus-MSQ Pyramid Airlines Belavia	mfd CAI MSQ	23mar78 16nov92 09jul93	
60321	YU-AJW CCCP-69313 CCCP-65560 RA-65560 RA-65560 RA-65560 RA-65560 RA-65560 RA-65560 RA-65560	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aviogenez MAP Ulan-Ude APO MAP Ulan-Ude APO Rossiya Rossiya c/s Aviakomp. Bargizin KrasAir no titles Sibaviatrans UTair UTair Express	mfd rgd rgd VKO trf IKT KJA DME OVB OVB GDZ	22mar78 11mar86 18jul89 30aug93 20jul95 06jun01 01feb03 03mar04 25oct04 08jul05 05sep10	

	RA-65560	Tu-134A-3	Turukhan	UFA	04jun15	all-white c/s with titles and small UTair Express titles by the nose; seen KJA 09sep15/04jun16; canx between 25mar16 and 21apr16; reported for the Siberian State Aerospace University; still present KJA oct16
60328	CCCP-65107	Tu-134A	AFL/Ukraine-KBP	mfd	25mar78	line # 45-05; on charge as of 01jul78; rgd 20apr78; f/n FRA 22jul78; l/n KBP 08sep92
	UR-65107	Tu-134A-3	Avialini. Ukrayiny	rgd	26jan93	f/n KBP 16jul93; canx 01oct08
60332	CCCP-65108	Tu-134A	AFL/Belarus-MSQ	mfd	30mar78	line # 45-06; toc 07apr78; rgd 21apr78; f/n LED 13sep87; l/n MSQ 07sep93
	EW-65108	Tu-134A	Belavia	ZRH	12dec93	l/n SNN 14aug00
	RA-65108	Tu-134A	Severlizing	rgd	29jan04	
	RA-65108	Tu-134A	UTair	ARH	01aug04	according to Russian register leased to Arkhangelsk Airlines (bought by Aeroflot aug04) 15sep03/15sep05; l/n ARH 02oct04
	RA-65108	Tu-134A-3	Aeroflot-Nord	SVO	17mar05	l/n LED 25may08; stored from autumn 2008
	RA-65108	Tu-134A-3	Tsentr-Yug	VOG	20aug09	in basic new Aeroflot c/s, small titles on nose only; l/n PEE 27nov09
	RA-65108	Tu-134A-3	Aeromskovia	GOJ	jan10	still with small 'Tsentr-Yug' titles on the nose; l/n PEE jun14/apr16, stored; broken up may16; remains still present 21may16; canx between 23may16 and 20jun16
60339	CCCP-65109	Tu-134AK	Soviet Gvt/AFL c/s	mfd	27apr78	line # 45-07; toc 19may78; rgd 31may78; f/n SXF 20jun78; opb 235 OAO; l/n HEL 02sep80
	CCCP-65109	Tu-134AK	AFL/Ukraine-HRK	trf	13jan83	f/n VKO 11apr91; seen LED 17apr92 as Tu-134A-3; l/n LED 07sep92
	UR-65109	Tu-134A-3	Avial. Ukr c/s n/t	HRK	23jun97	trf via ARZ-407 at Minsk to Pulkovo Avia
	RA-65109	Tu-134A-3	Pulkovo Avia	rgd	05may98	f/n SVO 19sep98; seen CDG 21nov98 with small additional 'Aeroflot' titles; version painted as Tu-134A and subsequently Tu-134A-3 by jun99; l/n LED 01oct06
	RA-65109	Tu-134A-3	Rossiya Russian Al	LED	28may07	repainted in full c/s during overhaul; operated last Rossiya Tu-134 flight 26apr09 KRR-LED; t/t 39,832 hours 24,482 cycles; still current on register nov09; seen LED may09/01jun10, stored
60343	CCCP-65110	Tu-134A	AFL/Privolzhsk-REN	mfd	31mar78	line # 45-08; toc 11apr78; rgd 12jul78; l/n DME 10sep92 as Tu-134A-3
	HA-LBT	Tu-134A	Balaton Airlines	rgd	1993	in official register but not taken up
	RA-65110	Tu-134A-3	Aeroflot	DME	20mar93	
	RA-65110	Tu-134A-3	Orenburg Airlines	trf	25nov93	f/n REN 22apr97; l/n DME 19aug01; last overhaul completed 25apr02
	RA-65110	Tu-134A-3	TyumenAviaTrans	VKO	02aug02	l/n DME 08oct02
	RA-65110	Tu-134A-3	UTair	rgd	29jan03	f/n DME 28jun03
	RA-65110	Tu-134A-3	Orenburg Airlines	rgd	07jul03	f/n REN 27aug03, in basic Aeroflot c/s, no titles
	RA-65110	Tu-134A-3	Orenburg Airlines	DME	23jun04	with titles; l/n DME 12aug05
	RA-65110	Tu-134A-3	Orenair	LED	03jan08	l/n LED 21nov08, active; t/t 51,534 hours and 29,208 cycles by jan10; seen REN 09may11, wfu
60346	CCCP-65111	Tu-134A	AFL/Latvia	mfd	24mar78	line # 45-09; toc 07apr78; rgd 16may78
	CCCP-65111	Tu-134A	AFL/Tajikistan	trf	26may80	month and year assumed, as unable to see the full date in the MGA document
	CCCP-65111	Tu-134A	AFL/Kyrgyzstan-FRU	trf	22oct80	
	EX-65111	Tu-134A-3	Kyrgyzstan Al	FRU	08may95	with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n FRU 17aug99; seen FRU jul02/nov04, dumped, in fleet list 31dec03 as stored
60350	CCCP-65112	Tu-134A	AFL/Latvia-RIX	mfd	25apr78	line # 45-10; toc 13may78; rgd 25may78
	CCCP-65112	Tu-134A	AFL/Estonia-TLL	trf	04jul80	f/n RIX 05sep81
	ES-AAI	Tu-134A	Estonian Air	HEL	17jun92	l/n FRA 21jul94
	RA-65112	Tu-134A	Aeroflot	rgd	15apr96	f/n MHP 13may96; f/n as Tu-134A-3 25dec96; l/n IST 17sep98
	RA-65112	Tu-134A-3	Pulkovo Avia	LED	01feb99	l/n active SVO 16feb07; wfu at LED, l/n 27apr07; broken up at LED in late apr/early may07; t/t 49,672 hours and 29,857 cycles; canx before nov09
60380	CCCP-65113	Tu-134A	AFL/Estonia-TLL	toc	11may78	line # 46-01; rgd 31may78; f/n VKO 11aug80; l/n SVO 18may91
	ES-AAM	Tu-134A	Aeroflot c/s	HEL	14jun92	still in full Aeroflot c/s, but without flag on fin
	ES-AAM	Tu-134A	Estonian Air	ARN	jun92	in basic Aeroflot c/s with 'Estonian Air' titles; l/n TLL 09sep93
	RA-65113	Tu-134A	Aeroflot	rgd	10jul95	f/n SVO 21aug95
	RA-65113	Tu-134A	Pulkovo Avia	trf	10nov95	l/n KBP 04may99, in Aeroflot c/s and titles
	RA-65113	Tu-134A	Pulkovo Avia	AMS	19jan00	seen LED 29dec06 with additional 'Rossiya' titles; l/n SVO 09may07
	RA-65113	Tu-134A-3	Rossiya Russian Al	LED	05jul07	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n active LED 09feb08; wfu apr08; canx before nov09; l/n LED jun09, stored
60395	CCCP-65114	Tu-134A	Soviet Gvt/AFL c/s	mfd	12may78	line # 46-02; toc 19may78; rgd 31may78; opb 235 OAO; f/n HEL 23sep78; l/n HEL 21jul79
	CCCP-65114	Tu-134A	AFL/Ukraine-HRK	trf	01sep79	l/n VKO 08jul92 as Tu-134A-3
	UR-65114	Tu-134A-3	Avialini. Ukrayiny	rgd	22jan93	f/n HRK 30aug93; l/n HRK 04may98
	UR-65114	Tu-134A-3	Air Kharkiv	HRK	27apr99	wfu and stored HRK; canx 16aug00; l/n HRK jul07, in metallic c/s, unmarked
60405	CCCP-65115	Tu-134A	AFL/Kazakhstan-ALA	toc	19may78	line # 46-03; rgd 02jun78; f/n ALA 21apr84; seen DME 26sep91 as Tu-134A-3; l/n ALA 22apr93
	UN-65115	Tu-134A-3	Aeroflot	DME	22sep93	
	UN-65115	Tu-134A-3	Air Kazakhstan	trf	26sep96	Almaty based, but never wore such titles
	UN-65115	Tu-134A-3	Kazakhstan Airlines	ALA	04jun97	in graveyard; l/n aug02
60420	CCCP-65116	Tu-134A	AFL/Arkhangel.-ARH	mfd	24may78	line # 46-04; rgd 30jun78; on charge as of 01jul78; f/n LED 17sep86; l/n LED 07sep92, as Tu-134A-3
	RA-65116	Tu-134A-3	Aeroflot	SVO	07sep93	
	RA-65116	Tu-134A-3	Arkhangelsk Al	trf	22feb94	in new c/s with large cyrillic 'AVL' titles; f/n SHJ 08may94; Arkhangelsk Airlines was bought by Aeroflot aug04; l/n SVO 14aug06
	RA-65116	Tu-134A-3	Aeroflot-Nord	SVO	06nov06	l/n SVO 28aug09, active; operator renamed Nordavia in late 2009; stored at ARH, l/n jun10
60435	DM-SDM	Tu-134AK	EGAF/Interflug c/s	rgd	07jul78	line # 46-05; had East German Air Force serial 116 allocated; l/n SXF 30apr80
	DDR-SDM	Tu-134AK	EGAF/Interflug c/s	rgd	14sep81	departed SXF 02jul90 on delivery to, see below
	VN-A126	Tu-134AK	Vietnam Airlines	d/d	jul90	rgd 02jul90; f/n SIN 04aug90; reported dbr on heavy landing Ho Chi Minh 12jan91 and still present, wfu 25oct93/mar01, gone by jan04
60450	CCCP-65117	Tu-134A	AFL/Privolzhsk-REN	mfd	24may78	line # 46-06; rgd 27jun78; on charge as of 01jul78; f/n jun80; Tu-134A-3 by feb92; l/n KBP 13apr92
	HA-LBU	Tu-134A-3	Balaton Airlines	rgd	1993	in official register but not taken up
	RA-65117	Tu-134A-3	Aeroflot	LED	16jun93	
	RA-65117	Tu-134A-3	Orenburg Airlines	trf	25nov93	f/n REN 30sep94; l/n BTS 24aug98
	RA-65117	Tu-134A-3	Aviaexpresscruise	VKO	20may00	l/n VKO 01mar01; leased from Orenburg Airlines
	RA-65117	Tu-134A-3	Orenburg Airlines	VKO	08jul01	l/n VKO 22aug01
	RA-65117	Tu-134A-3	TyumenAviaTrans	VKO	08aug02	
	RA-65117	Tu-134A-3	Orenburg Airlines	rgd	23jun03	f/n DME 17aug03; l/n DME 21jul07
	RA-65117	Tu-134A-3	Orenair	DME	04aug07	in full c/s; l/n REN jul12; wfu; t/t 51,716 hours and 28,965 cycles; seen dismantled at REN and being prepared for transportation to St. Petersburg, which commenced 16sep14, with onward shipping to Antwerp and transportation to Hahn-am-See, to be used as a simulator for aircraft recovery procedures by Kunz GmbH; seen Hahn-am-See dec14 (N50.532622 E7.8807183) in basic ex Orenair c/s, 'www.kunz.aero' titles and 'Kunz' on the tail; l/n oct23
60462	CCCP-65118	Tu-134A	Soviet Gvt/AFL c/s	mfd	12jun78	line # 46-07; toc 26jun78; f/n HEL 08jul78; rgd 10jul78; l/n HEL NJC 01jul80
	CCCP-65118	Tu-134A	AFL/Uralis-CEK	trf	11jul80	l/n TAS 15apr92 as Tu-134A-3
	RA-65118	Tu-134A-3	Chelyabinsk Avia	trf	19may93	f/n IST 18jun93, Aeroflot c/s and titles
	RA-65118	Tu-134A-3	Chelyabinsk Avia	CEK	22aug95	l/n FRU oct04; additional 'Enkor' titles on nose; lsd to Enkor 15jun01/31dec04
	RA-65118	Tu-134A-3	Karat	CEK	24jun05	l/n SVX 15jul05, active; seen CEK 22jun06, stored; seen CEK 06mar12 in all-white c/s, no titles; l/n CEK aug12/oct18, wfu
60475	CCCP-65119	Tu-134A	Soviet Gvt/AFL c/s	mfd	14jun78	line # 46-08; toc 27jun78; rgd 10jul78; f/n HEL 26aug78
	CCCP-65119	Tu-134A	AFL/Moldova	trf	31mar81	
	CCCP-65119	Tu-134A	AFL/Kyrgyzstan-FRU	trf	19may81	l/n DME 10sep92, as Tu-134A-3
	65119	Tu-134A-3	Kyrgyzstan Al	FRU	25jan94	operated for the Kyrgyz Government; with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side
	EX-65119	Tu-134A-3	Kyrgyzstan Al	ZRH	26jan95	operated for the Kyrgyz Government; with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n FRU 11may98
	EX-65119	Tu-134A-3	ITEK Air	FRU	12dec01	l/n DME 02may04
	EX-65119	Tu-134A-3	Benin Golf Air	BZV	17aug04	Isf ITEK Air; in basic ITEK Air c/s; l/n COO 20dec04
	60475	Tu-134A-3	Benin Golf Air	ROV	06sep06	Isf ITEK Air; still in basic ITEK Air c/s
	RA-65577	Tu-134A-3	Tsentr-Avia	ROV	19feb08	in ARZ-412; c/n confirmed in Russian register
	RA-65577	Tu-134A-3	Izhavia	ROV	27jun08	in ARZ-412; in all-white c/s with 'Izhavia Udmurtiya' titles; l/n IJK 03jul16; reported as scrapped in 2019
60482	CCCP-65120(1)	Tu-134AK	Soviet Gvt/AFL c/s	mfd	24jun78	line # 46-09; toc 03jul78; rgd 13jul78; f/n HEL feb79; l/n HEL 16feb80; see c/n 93551025
	CCCP-65120(1)	Tu-134AK	AFL/Komi-SCW	trf	21may81	opb 75 LO; w/o 02jul86 on the leg from Syktyvkar to Moscow of a flight from Vorkuta to Moscow when a fire erupted in the rear luggage compartment (probably petrol from the tank of a chain saw had leaked and incinerated), the fire was detected while the aircraft was flying at a height of 5,600 metres, the decision to return to Syktyvkar was taken too late (the crew initially tried to extinguish the fire manually), when it became clear that the aircraft would not make it to Syktyvkar the crew tried for 9 minutes to find a place for an emergency landing but could not find one (due to the low cloud cover they had to fly very low) so that the aircraft had to land in a forest near Kopsa (75 km south-west of Syktyvkar, at N61°12' E49°49') and broke up, 2 of the 6 crew and 52 of the 86 passengers killed and all survivors injured; t/t 13,988 hours and 7,989 cycles; soc 31dec86
						line # 46-10; rgd 23jun78; l/n SXF 30apr80
60495	DM-SCY	Tu-134A	Interflug	mfd	16jun78	f/n LGW 11jul81; l/n SXF apr90
	DDR-SCY	Tu-134A	Interflug	rgd	16apr81	f/n SXF 03oct90; l/n SXF 24aug91
	D-AOBM	Tu-134A	Interflug	rgd	03oct90	was rgd 11jul91 to Komiavia; see c/n 8350504
	CCCP-65622(2)	Tu-134A	AFL/Komi-SCW	SXF	16sep91	in full c/s
	RA-65622(2)	Tu-134A	Aeroflot	SCW	10jun94	l/n SVO 19aug97; was reported for Komiavia
	RA-65622(2)	Tu-134A	Aeroflot c/s, n/t	SVO	14apr97	named 'Georgi'; f/n VKO 06jun99; l/n VKO 22jul07
	RA-65622(2)	Tu-134A	Alaniya	rgd	26oct98	l/n PEE 13jun10
	RA-65622(2)	Tu-134A	UTair	DME	09aug07	l/n operational VKO 19feb11; seen SCW sep11/jun13 stored; broken up there jul13
	RA-65622(2)	Tu-134A	UTair Express	OVB	19sep10	line # 47-01; toc 30jun78; rgd 20jul78; f/n DME 22may91 as Tu-134A-3; l/n DME 12apr92
60505	CCCP-65121	Tu-134A	AFL/Kazakhstan-ALA	mfd	24jun78	
	UN-65121	Tu-134A-3	Aeroflot	ALA	24apr93	l/n DME 07may95
	UN-65121	Tu-134A-3	Aeroflot c/s, n/t	DME	23sep94	Almaty based, but never had such titles; seen ALA jun97/aug02 in the graveyard, as was out of hours
	UN-65121	Tu-134A-3	Air Kazakstan	trf	26sep96	line # 47-02; toc 07jul78; rgd 07jul78
60518	CCCP-65122	Tu-134A	AFL/Privolzhsk-KUF	mfd	30jun78	
	RA-65122	Tu-134A-3	Aeroflot	KUF	25apr93	
	RA-65122	Tu-134A-3	Samara	trf	24nov94	f/n KUF 19may96; l/n DME 24jul08; operator's certificate revoked 30sep08; current on register nov09; t/t 50,228 hours and 28,836 cycles
60525	CCCP-65123	Tu-134AK	AFL/Ukraine-HRK	toc	16aug78	line # 47-03; rgd 18sep78; f/n FRA 04oct82; l/n HRK jun92, as Tu-134A-3

	UR-65123 OB-1490 OB-1490	Tu-134A-3 Tu-134A-3 Tu-134A-3	Imperial Air Aero Tumi Imperial Air	LIM d/d i/s	feb94 sep92 23jul93	rgd 25feb93; reported returned from lease jun93 named 'Atahualpa'; CoFA expiry 28feb96; canx 06may96; seen LIM mar00/mar04, stored; broken up aug07
60540	CCCP-65097 RA-65097 RA-65097 RA-65097 RA-65097 RA-65097 RA-65097	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MRP NPO "Vzlyot" MRP NPO "Vzlyot" United Nations ex UN c/s, n/t Neftevyugansk AE Primair Kosmos	mfd ZIA NBO MST MHP DME VKO	29jul78 13aug93 25nov94 19aug96 30jul98 06aug99 07feb07	line # 47-04; rgd 14aug78; in Aeroflot c/s; f/n VKO 11aug84; still 'CCCP-' 06jul93 In Aeroflot c/s, no titles leased from LII Zhukovski; i/n ZIA 24aug95 leased from LII Zhukovski; i/n REN 29aug97 in ARZ-407; in basic Aeroflot c/s leased from LII Zhukovski; wears 'Moscow Dept. of Construction' badge; i/n ZIA 30jun06 with red/blue stripe and 'Kosmos' titles; already reported in technical inspection document 17oct06; Tu- 134A-3 by jan10; i/n TOF 01oct11 in full Kosmos c/s, no titles; operator from russianplanes.net; i/n HMA 29jun13 in full Kosmos c/s, no titles; operator from russianplanes.net; i/n KRR 29jun14; seen CEK 09feb15/jun17, stored; scrapped 2019; forward fuselage and cockpit only remaining on 27feb19 line # 47-05; toc 27jul78; rgd 27sep78; f/n AER 11aug80 in Aeroflot c/s with titles, no flag on tail i/n FRA 10oct95 f/n VKO 16apr97; seen ZIA aug01/aug03, stored in ARZ-407; i/n SVO 02aug12, stored, engineless and on the grass by 11oct12 seemingly to be scrapped soon
	RA-65097 RA-65097	Tu-134A-3 Tu-134A-3	RusJet Tsentr-Yug	AAQ PEE	23sep12 14aug13	
60560	CCCP-65124 ES-AAN ES-AAN RA-65124 RA-65124	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Estonia-TLL Aeroflot Estonian Air Ashab Air RusAir	mfd ARN TLL rgd MHP	13jul78 27jun92 27aug93 20dec96 18may05	f/n VKO 16apr97; seen ZIA aug01/aug03, stored in ARZ-407; i/n SVO 02aug12, stored, engineless and on the grass by 11oct12 seemingly to be scrapped soon
60575	CCCP-65125 CCCP-65125 EX-65125	Tu-134A Tu-134A Tu-134A-3	AFL/Latvia AFL/Kyrgyzstan-FRU Kyrgyzstan AI	mfd trf FRU	29jul78 02jun80 09may95	line # 47-06; toc 02aug78; rgd 19sep78 f/n TAS 15sep87 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; i/n operational FRU 05oct00; seen FRU jul02/sep10, wfu line # 47-07; toc 14aug78; rgd 18sep78; f/n LWO aug88; i/n STW 01oct91
60588	CCCP-65126 RA-65126 RA-65126	Tu-134A Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd UFA trf	08aug78 12jun94 15dec94	f/n MRV 15may96, type painted as Tu-134A, 'KMV' titles in black; underwent overhaul in 2001 and repainted with 'KMV' titles in red; seen painted as Tu-134A-3 LED mar02; stored MRV from sep07; i/n MRV 13feb09, wfu; broken up at MRV aug09
60612	DM-SDN DDR-SDN VN-A128	Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s EGAF/Interflug c/s Vietnam Airlines	rgd rgd rgd	25aug78 15oct81 17jun90	line # 47-08; had East German Air Force serial 117 allocated; i/n SXF 30apr80 seen LHR 18sep86 and AMS 27apr88; departed SXF 17jun90 on to, see below f/n BKK 18oct90; wfu 1996; seen SGN nov97/mar01, wfu and gone by jan04
60627	CCCP-65127 ES-AAJ EY-65127	Tu-134A Tu-134A Tu-134A	AFL/Estonia-TLL Estonian Air Tajik Air	mfd MHP	18aug78 09sep93	line # 47-09; toc 24aug78; rgd 29sep78; f/n oct82; photo AER 1990 allocated but no reports and probably not taken up, see next line in basic ex Aeroflot c/s with 'Tajikistan' titles and coat of arms depicting a Lion; Tajik Air was renamed Tajikistan Airlines; type and version not worn; probably not delivered i/n STR 18jun94 i/n SHJ 16mar98, in Aeroflot c/s and titles i/n TJM 25aug03; seen jul00/oct02 with small additional 'ZapSibGazprom' titles; lsd to Kogalavia since 17nov03 'ZapSibGazprom' titles last reported may05; in oct06 fleet list; i/n DME 27may06 i/n USK 25jul11; seen SCW dec11/jun15 stored; owned by KomiAviaTrans and used as a simulator for the training of rescue services at the airport (N61.659143, E50.864195); i/n sep22
60628	CCCP-65128 LY-ABI	Tu-134A Tu-134A	AFL/Lithuania-VNO Lithuanian AI	mfd ATH	30aug78 may92	line # 47-10; toc 31aug78; rgd 27sep78; f/n aug81 no titles, with Aeroflot cheatline and Lithuanian flag on the tail; i/n HAJ 10sep94; canx 1996 as sold; CoFA expired 02mar96 rgd 23apr97; f/n LHR 17may97; seen CDG 15may98 as Tu-134A-3; i/n LED 10nov00 reported in an incident report at LED 06apr02 after hitting a dog whilst taxiing; wfu at LED, i/n jul06; broken up at LED apr/may07; t/t 42,928 hours and 27,375 cycles; canx before nov09
	RA-65128 RA-65128	Tu-134A Tu-134A-3	Aeroflot Pulkovo Avia	trf FRA	20feb97 15mar01	line # 48-01; on charge as of 01oct78; rgd 03oct78; opb 261 LO; w/o 30aug83 on the leg from Chelyabinsk to Alma-Ata of a flight from Kazan to Alma-Ata when deviated from the prescribed approach pattern at night due to crew error and negligence on part of the ATC officer and descended in mountainous terrain, even after the GPWS sounded the crew did not abort the approach and the aircraft crashed at a height of 1,365 metres (24 metres below the summit) into the western slope of Mt. Dolan 36 km south- east of Alma-Ata airport, all 6 crew and 84 passengers killed, t/t 9,976 hours 37 minutes and 6,515 cycles; soc 26sep83
60630	CCCP-65129	Tu-134A	AFL/Privolzhsk-KZN	mfd	31aug78	line # 48-02; toc 15sep78; rgd 29sep78; f/n ALA 21apr84; Tu-134A-3 by sep92; i/n ALA 23apr93
60635	CCCP-65130 UN-65130 UN-65130 UN-65130 UN-65130 UN-65130	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Kazakhstan-ALA Aeroflot Kazair Air Kazakhstan Air Kazakhstan AFL/Ural-CEK	mfd DME DME trf DME	31aug78 07jul93 11jul94 26sep96 25nov98	but not painted up directly, Almaty based; f/n ALA 15may98, still in Kazair markings i/n ALA sep99/dec03 in graveyard; not in 2001 fleet list line # 48-03; toc 30sep78; rgd 11oct78; f/n ODS aug83
60637	CCCP-65131 RA-65131 RA-65131 RA-65131	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Ural-CEK Aeroflot Chelyabinsk Avia Chelyabinsk Avia	mfd HEL trf VKO	22sep78 19dec92 19may93 09jul94	f/n HEL 19jun93, Aeroflot c/s, no titles; i/n HEL 18sep93 additional 'Enkor' titles on nose, was lsd to Enkor 15jun01/31dec04; wfu CEK, CoFR renewal 19dec02; i/n 22jun06 i/n VKO 14sep06 repainted by Roand Image at DME nov06; i/n operational DME apr08; canx 22may08; t/t 45,790 hours and 22,771 cycles; seen KGP (N62.192421 E74.529821) aug12/sep14 with last three of registration removed, in use as an emergency trainer by Lukoil line # 48-04; toc 05oct78; rgd 17oct78; f/n LED 17sep86; i/n DME 17may91 as Tu-134A-3
	RA-65131 RA-65131	Tu-134A-3 Tu-134A-3	Karat Kolavia	VKO DME	12aug06 24nov06	f/n BRU 24feb94 for repaint from Aeroflot c/s as, see next line r/o and delivered ex Brussels 04mar94, leased from Arkhangelsk Airlines and based Arkhangelsk; i/n BUD 05mar98 f/n SVO 16aug99; i/n SLY 13sep14; seen SLY 30aug15 after being lifted onto concrete blocks, for preservation; i/n 24jun20 line # 48-05 ?; Bulgarian sources give mfd as 10sep78; d/d sep78; seen LHR 23apr79; converted to Tu- 134A-3 by 1988; i/n SXF 16apr90 photo as such; t/t 23,311 hours, 15,207 cycles at 01aug92 wfu 1994 operated for Moscow Airways f/n 14jun96; leased from Garry Kasparov Holding reported for Kosmos repainted during overhaul by ARZ-407 in 2006 in white/grey c/s with blue/red cheatline; i/n GOJ 29mar09 in white/light grey c/s with 'Russian flag' cheatline; i/n VKO 07jul11 in white/light grey c/s with 'Russian flag' cheatline; i/n GOJ 11dec15; broken up at GOJ mar16; canx between 01dec16 and 10mar17 line # 48-06; toc 06oct78; rgd 17oct78; i/n SVO 29aug88 i/n SNM 10aug92 with additional small 'Aeroflot' titles below the cheatline in basic Aeroflot c/s with blue emblem on tail and 'Arab A. Aviation Co.' titles; seen CAI 02nov92; i/n MSQ 09jul93 i/n SVO 11may01; seen ALA 08jun01 with additional 'Kazakhstan Airlines' titles; wfu, parked on the grass MSQ; seen aug07/apr11; not in Belavia fleet list feb08 line # 48-07; toc 11oct78; rgd 03nov78; f/n SXF 14apr79 with additional small Aeroflot titles below the cheatline, small prefix only; i/n DUS 14nov92
60639	CCCP-65132 RA-65132 RA-65132 RA-65132	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Arkhangelsk-ARH Aeroflot Arkhangelsk AI Clintondale	mfd SVO trf BRU	25sep78 16may93 22feb94 02mar94	f/n SVO 16aug99; i/n SLY 13sep14; seen SLY 30aug15 after being lifted onto concrete blocks, for preservation; i/n 24jun20 line # 48-05 ?; Bulgarian sources give mfd as 10sep78; d/d sep78; seen LHR 23apr79; converted to Tu- 134A-3 by 1988; i/n SXF 16apr90 photo as such; t/t 23,311 hours, 15,207 cycles at 01aug92 wfu 1994 operated for Moscow Airways f/n 14jun96; leased from Garry Kasparov Holding reported for Kosmos repainted during overhaul by ARZ-407 in 2006 in white/grey c/s with blue/red cheatline; i/n GOJ 29mar09 in white/light grey c/s with 'Russian flag' cheatline; i/n VKO 07jul11 in white/light grey c/s with 'Russian flag' cheatline; i/n GOJ 11dec15; broken up at GOJ mar16; canx between 01dec16 and 10mar17 line # 48-06; toc 06oct78; rgd 17oct78; i/n SVO 29aug88 i/n SNM 10aug92 with additional small 'Aeroflot' titles below the cheatline in basic Aeroflot c/s with blue emblem on tail and 'Arab A. Aviation Co.' titles; seen CAI 02nov92; i/n MSQ 09jul93 i/n SVO 11may01; seen ALA 08jun01 with additional 'Kazakhstan Airlines' titles; wfu, parked on the grass MSQ; seen aug07/apr11; not in Belavia fleet list feb08 line # 48-07; toc 11oct78; rgd 03nov78; f/n SXF 14apr79 with additional small Aeroflot titles below the cheatline, small prefix only; i/n DUS 14nov92
	RA-65132	Tu-134A-3	Yamal	rgd	20may99	f/n ATH apr93; with titles and logo; Aeroflot cheatline; seen KBP sep99, wfu; canx 15jun07; i/n jul07, derelict, only front fuselage remaining line # 48-08; rgd 10nov78; on charge as of 01jan79 f/n SXF 27dec80; Tu-134A-3 by aug92 still with Soviet flag; Soviet flag removed by sep92; i/n KBP 07sep92
60642	LZ-TUS LZ-TUS RA-65941 RA-65941 RA-65941 RA-65941 RA-65941 RA-65941 RA-65941	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Balkan Kish Air Balkan Aeroflot c/s, n/t red/white/black Menatep Bank Menatep Bank, n/t RusLine, n/t Kosmos RusJet n/t	mfd SOF SOF ATH SOU d/d VKO VKO VKO GOJ	29sep78 1992 26jun93 27jul95 02may95 13jun98 03oct00 12aug06 27jun09 12feb12	line # 48-09; opb 70 oitap on / Space Training Centre at Chkalovski; c/s as per Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83 in ARZ-412; with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 30dec99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; i/n CKL 04aug08 c/n confirmed; opb 70 oitap ON at Chkalovski; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Y.A. Gagarin Space Training Centre) titles and badge; 'RA' painted under the right wing, but no number painted under the left wing; tactical code on nose-gear doors only; t/t 5,007 hours and 4,355 cycles by 09jul10; i/n CKL nov10; seen MHP flying in primer c/s with just '65150' on engine; seen MHP 07dec12 being resprayed based at Chkalovski; repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/Tsentr podgotovki kosmonavtov' titles on fuselage; i/n CKL 26apr19 line # 48-10; toc 10nov78; rgd 05dec78; f/n LED 01sep81; i/n DME 16aug92, as Tu-134A-3
60645	CCCP-65133 CCCP-65133 CCCP-65133	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Belarus-MSQ Belarussia AI Pyramid Airlines	mfd SNN SVO	30sep78 27apr92 sep92	rgd 10jan93; last seen operational VKO 08jul01; seen wfu KBP may04; adorned with painted birds since dec05; canx 15may07; i/n KBP jul07, engineless/to be scrapped
	EW-65133	Tu-134A-3	Belavia	MSQ	07sep93	line # 48-09; opb 70 oitap on / Space Training Centre at Chkalovski; c/s as per Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83 in ARZ-412; with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 30dec99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; i/n CKL 04aug08 c/n confirmed; opb 70 oitap ON at Chkalovski; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Y.A. Gagarin Space Training Centre) titles and badge; 'RA' painted under the right wing, but no number painted under the left wing; tactical code on nose-gear doors only; t/t 5,007 hours and 4,355 cycles by 09jul10; i/n CKL nov10; seen MHP flying in primer c/s with just '65150' on engine; seen MHP 07dec12 being resprayed based at Chkalovski; repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/Tsentr podgotovki kosmonavtov' titles on fuselage; i/n CKL 26apr19 line # 48-10; toc 10nov78; rgd 05dec78; f/n LED 01sep81; i/n DME 16aug92, as Tu-134A-3
60647	CCCP-65134 CCCP-65134 65134 UR-65134	Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/Ukraine-KBP Avialini. Ukrayiny Avialini. Ukrayiny Avialini. Ukrayiny	mfd VKO FRA rgd	30sep78 19aug92 25dec92 21jan93	rgd 10jan93; last seen operational VKO 08jul01; seen wfu KBP may04; adorned with painted birds since dec05; canx 15may07; i/n KBP jul07, engineless/to be scrapped
60648	CCCP-65135 CCCP-65135	Tu-134A Tu-134A	AFL/Moldova AFL/Ukraine-KBP	mfd trf	24oct78 09jul80	line # 48-08; rgd 10nov78; on charge as of 01jan79 f/n SXF 27dec80; Tu-134A-3 by aug92 still with Soviet flag; Soviet flag removed by sep92; i/n KBP 07sep92
	CCCP-65135 UR-65135	Tu-134A-3 Tu-134A-3	Avialini. Ukrayiny Avialini. Ukrayiny	PRG PRG	03nov92 26dec92	rgd 10jan93; last seen operational VKO 08jul01; seen wfu KBP may04; adorned with painted birds since dec05; canx 15may07; i/n KBP jul07, engineless/to be scrapped
60650	"01" red "01" red "01" blue	Tu-134AK Tu-134AK Tu-134A-3	Soviet Air Force Russian Air Force Russian Air Force	mfd ROV CKL	26oct78 11aug99 19aug01	line # 48-09; opb 70 oitap on / Space Training Centre at Chkalovski; c/s as per Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83 in ARZ-412; with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 30dec99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; i/n CKL 04aug08 c/n confirmed; opb 70 oitap ON at Chkalovski; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Y.A. Gagarin Space Training Centre) titles and badge; 'RA' painted under the right wing, but no number painted under the left wing; tactical code on nose-gear doors only; t/t 5,007 hours and 4,355 cycles by 09jul10; i/n CKL nov10; seen MHP flying in primer c/s with just '65150' on engine; seen MHP 07dec12 being resprayed based at Chkalovski; repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/Tsentr podgotovki kosmonavtov' titles on fuselage; i/n CKL 26apr19 line # 48-10; toc 10nov78; rgd 05dec78; f/n LED 01sep81; i/n DME 16aug92, as Tu-134A-3
	RF-65150	Tu-134A-3	Russian Air Force	CKL	18mar09	rgd 10jan93; last seen operational VKO 08jul01; seen wfu KBP may04; adorned with painted birds since dec05; canx 15may07; i/n KBP jul07, engineless/to be scrapped
	RF-65150	Tu-134A-3	Roscosmos	CKL	25jan13	line # 48-09; opb 70 oitap on / Space Training Centre at Chkalovski; c/s as per Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83 in ARZ-412; with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 30dec99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; i/n CKL 04aug08 c/n confirmed; opb 70 oitap ON at Chkalovski; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Y.A. Gagarin Space Training Centre) titles and badge; 'RA' painted under the right wing, but no number painted under the left wing; tactical code on nose-gear doors only; t/t 5,007 hours and 4,355 cycles by 09jul10; i/n CKL nov10; seen MHP flying in primer c/s with just '65150' on engine; seen MHP 07dec12 being resprayed based at Chkalovski; repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/Tsentr podgotovki kosmonavtov' titles on fuselage; i/n CKL 26apr19 line # 48-10; toc 10nov78; rgd 05dec78; f/n LED 01sep81; i/n DME 16aug92, as Tu-134A-3
60885	CCCP-65136 RA-65136 RA-65136	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-REN Aeroflot Orenburg Airlines	mfd DME trf	31oct78 20mar93 25nov93	f/n IST may96; i/n DME 16aug02

	RA-65136 RA-65136	Tu-134A-3 Tu-134A-3	UTair Orenair	DME VKO	11jun05 16feb08	Isf Orenburg Airlines; l/n VKO 24sep07; still in fleet list 15nov07 already in fleet list 15jan08; in basic Aeroflot c/s; l/n LED 26mar10; later stored at REN; used as a simulator from 2019 to replace RA-65847 which fell into disrepair; l/n 13nov20, all white, no titles or registration
60890	CCCP-65137 RA-65137 RA-65137 RA-65137	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Urals-KVX Kirov Avn Enterpr. Kirov Avn Enterpr. Karat	mfd trf DME rgd	21nov78 18apr94 04jul94 01nov00	line # 49-01; rgd 12dec78; on charge as of 01jan79; f/n DME 30aug88 f/n LED 10jun94, in Aeroflot c/s and titles in Aeroflot c/s, no titles; last overhaul completed 30jan99; l/n MHP 13jun99, all-white c/s, no titles leased from Kirov Air; f/n VKO 25feb01; l/n GOJ 10may07; sold to Tatarstan for spares may07 but remained at GOJ; cannibalised by sep07 and engineless 09aug11; t/t 44,595 hours and 22,943 cycles; broken up and only the tail remained 24sep12
60907	CCCP-65138	Tu-134A	AFL/Kazakhstan-ALA	mfd	21nov78	line # 49-02; toc 28nov78; rgd 19dec78; f/n ALA 21apr84; reported as Tu-134A-3 in an incident report at FRU 15jul87
60915	UN-65138 UN-65138 CCCP-65139 RA-65139 RA-65139 RA-65139 RA-65139	Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Kazair Air Kazakhstan AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia KavMinVody Avia KavMinVody Avia	ALA LED trf mfd ATH trf LED VKO	oct94 26sep96 17nov78 02jun93 15dec94 09jul98 29may00	converted to a make-shift freighter with larger door, but rarely used as a freighter Almaty based, but never had such titles; l/n ALA 30jun99; broken up at ALA aug/sep99 line # 49-03; toc 28nov78; rgd 05dec78; f/n SKD 28apr89; l/n STW 05oct91 l/n KUF 01dec97, in Aeroflot c/s and titles in Aeroflot c/s, no titles; l/n VKO 20aug99 Tu-134A-3 since at least jul01; l/n operational MRV 27aug05; still in fleet list nov06; seen partly dismantled MRV 24may08, tail and wings removed by 21aug08, gone by 03sep08
60925	VN-A102	Tu-134A	Hàng Không Vietnam	mfd	27dec78	line # 49-04; f/n HAN apr80; crashed on approach BKK 09sep88 in poor weather due to wind shear or possibly after encountering wake turbulence from a Philippine Airlines DC-10, t/t 4,068 hours 56 minutes and 1,537 cycles
60932	CCCP-65140 CCCP-65140 CCCP-65140 ER-65140 ER-65140	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Moldova-KIV Air Moldova Air Moldova Moldovan Governmt	mfd trf FRA rgd LCA	29dec78 05jul83 16may92 12apr94 01may03	line # 49-05; toc 09jan79; rgd 12jan79; opb 235 OAO; f/n SXF 14mar79 with additional small 'Aeroflot' titles below cheatline; l/n FRA 29aug92 f/n KIV 21sep94; seen VKO 25may00 without titles (after a lease); seen KIV 29may00, again with titles; l/n VKO 16aug01 in white c/s with blue stripes on tail, 'Moldo;va' titles and Moldovan coat-of-arms on fin; l/n KIV 21may19; canx between 01jan16 and 11mar16
60945	CCCP-65141 CCCP-65141 RA-65141 RA-65141 RA-65141	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Urals-PEE AFL/Urals-IJK Aeroflot Izhavia Izhavia	mfd trf LED trf DME	25dec78 unknown 12oct93 29aug95 22nov01	line # 49-06; toc 05jan79; rgd 25jan79 f/n DME 22may91 as Tu-134A-3; l/n LED 31may92 f/n DME 20aug97, Aeroflot c/s, no titles with additional 'Udmurtiya' titles; seen KUF 03oct08; CofA expired 19dec08; l/n Izhevsk 14jun11, stored; broken up at IJK in 2014
60955	CCCP-65142	Tu-134A	AFL/Privolzhsk-REN	mfd	10jan79	line # 49-07; toc 17jan79; rgd 31jan79; opb 195 LO Orenburgskogo OAO; f/n DME oct85; damaged at CSY 17dec80 when hit a snow plough which had broken down on the runway; repaired; dbr 22jun86 on a flight from Penza to Simferopol at dusk when a false engine vibration warning made the crew abort the take-off, the aircraft overran the runway due to pilot error, ended up in a ravine 418 metres behind the runway threshold and broke up, all 6 crew escaped unhurt but 1 of the 59 passengers died of a heart attack and 7 passengers were injured; t/t 15,938 hours 50 minutes and 10,397 cycles; soc 31dec86
60967	CCCP-65143 RA-65143 RA-65143 RA-65143 RA-65143 RA-65143	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk AI Yamal UTair Yamal	mfd LED trf rgd VKO DME	18jan79 16jun93 22feb94 09jul98 07may07 18jun08	line # 49-08; toc 26jan79; rgd 14feb79; f/n DME oct81; Tu-134A-3 by may91; l/n SVO 14aug92 f/n SVO 23sep98; l/n DME 29sep06 l/n GOJ 20may08 in white c/s with titles plus logo on tail; damaged at Novy Urengoi 14oct11 when the left engine caught fire, details are still unknown but it is reported that the aircraft either aborted the take-off run or took off and returned to the airport immediately after take-off, the fire was extinguished and all 7 crew and 67 passengers escaped unhurt; l/n jun15/jul23, stored
60977	CCCP-65144 ES-AAK RA-65144 RA-65144 RA-65144	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Estonia Estonian Air Orient Avia Aviaexpresscruise Pulkovo Avia	mfd HEL trf VKO rgd	12jan79 04jun92 21nov95 may98 03may00	line # 49-09; rgd 31jan79; on charge as of 01apr79; f/n DME oct81 l/n TLL 09sep93 named 'Kishinyov'; f/n MHP 13may96; Orient Avia filed for bankruptcy jul97; l/n SVO 25aug97, stored l/n VKO 08mar00 f/n LED 06aug00; additional small 'Rossiya' titles applied between early aug06 and mid-oct06; l/n LED 30mar07
60985	CCCP-65145 CCCP-65145 65145 EW-65145	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus-MSQ Aeroflot Belavia Belavia	mfd SNN MSQ MSQ	18jan79 08mar93 07sep93 09sep93	in basic Pulkovo c/s with large 'Rossiya' titles; l/n active DME 21jul07; wfu at LED 04oct07; used as a rescue trainer at LED, l/n with registration 25oct08; registration painted out mar09; seen at LED 26mar09 with 'Trenirovochny' (training) titles, all other markings painted out, and was airlifted from LED by Mi-26 RF-32821 16apr09 to be used for training by MChS Rossii, at Rybatskoe (N59.829606 E30.524095); canx before nov09; photo apr16; l/n 07apr19 in grey and blue colour scheme, no titles or registration line # 49-10; toc 24jan79; rgd 09feb79; f/n SXF 08jul83; l/n SVO 16apr92 still CCCP- 18aug93
61000	CCCP-65146 CCCP-65146 CCCP-65146 CCCP-65146 YL-LBA YL-LBA RA-65146	Tu-134B Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	MAP Tupolev OKB AFL/Latvia Latvian Airlines bare metal c/s Latavio LAT Charter Alrosa	mfd trf HEL SNN rgd rgd rgd	31mar80 08apr80 08apr92 jul92 16dec92 20mar98 06jun00	initially in basic ex Aeroflot c/s with titles; repainted in full c/s by oct94; seen PRG aug99 as Tu-134A-3; not in Belavia fleet list feb08; wfu, MSQ and parked on the grass; l/n may13/mar18 with inner wings only, in poor condition without registration and titles; seen may18/apr19 without wings; seen jun19 inner wings again attached; in use as a rescue trainer (N53.889283 E28.049581 since at least mar21); l/n mar24 line # 50-01 confirmed; note late mfd; Tu-134B prototype completed in late 1979 and used for tests rgd 05may80; f/n SVO 22sep90; l/n SVO 12apr91 in basic ex-Aeroflot c/s with titles and tail logo, still with Aeroflot emblem f/n RIX sep92; seen CDG 17aug95; canx 20mar98 canx 04may00; seen stored SVO may96/aug99 in Latavio c/s with titles and '146' on nose wheel doors first in early 2000; f/n DME 15aug02 in Alrosa c/s, no titles; f/n SVX 06jul03 with titles; l/n IKT 07jan14; seen MJZ 18jul16, stored; reported broken up in 2017
61012	CCCP-65147 UN-65147 UN-65147 UN-65147	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Kazakhstan-ALA Aeroflot Kazair Air Kazakhstan	mfd ALA MHP trf	06feb79 22apr93 09sep93 26sep96	line # 50-02; toc 14feb79; rgd 28feb79; f/n ALA 21apr84 l/n ALA 03aug98; see trf date next line ! Almaty based; f/n ALA 13may99; l/n ALA aug02/mar03 stored in maintenance area but was out of hours
61025	CCCP-65148 RA-65148 RA-65148 RA-65148 RA-65148 RA-65148 RA-65148 RA-65148 RA-65148 CCCP-65149	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A	AFL/Komi-SCW Aeroflot Aerotranservice Aeroflot c/s, n/t TyumenAviaTrans Aeroflot c/s, n/t UTair UTair Express AFL/Belarus	mfd SVO trf VKO VKO UFA rgd VKO mfd	06feb79 20apr93 29aug95 29jun96 06sep00 16jun01 27jan03 07jan11 27jan79	line # 50-03; toc 16feb79; rgd 22feb79; f/n LED sep87; reported SCW 12jan87 in an incident report already as Tu-134A-3; l/n LED 06sep92 l/n VKO 22aug95 f/n PRG 28dec99; l/n IST 11apr96 l/n DME 21aug99; reported for Komiinteravia l/n SVO 18dec02 Isf Komiinteravia; f/n SCW 24aug03; l/n VKO 06jun10 l/n VKO 08mar11; seen SCW dec11/jun13 stored; broken up aug13
61033	CCCP-65149 EW-65149	Tu-134A Tu-134A	Belarussia AI Belavia	MSQ SNN	13jul92 09jun93	line # 50-04; toc 27feb79; rgd 15mar79; opb 104 LO of Minski OAO (became 104 LO of 2-i Minski OAO 01jul83 and Minski LO 01jan88); seen SXF 21may82 carried additional small 'Aeroflot' titles below the cheatline; 21feb93, still 'CCCP-' was a 'salon' VIP aircraft (President Alexander Lukashenko's aircraft) for a while until superseded in this role by Tu-154M 'salon' EW-85815 in late 1995 and reconverted to standard configuration; in full c/s; not seen between 09jan99 at WAW and 08apr04 at DME; l/n active LED 21aug09; wfu 05sep09 at MSQ (as the last Belavia Tu-134); sat wfu at MSQ, seen apr11/jun12; seen at MSQ 16aug12 being painted for preservation
	'CCCP-65036'	Tu-134A	Aeroflot	MSQ	11sep12	repainted in full standard 'blue' Aeroflot c/s, but received a fake registration; preserved in front of the terminal at Minsk-2, seen sep12/aug21; see c/n 6348700
	CCCP-65149	Tu-134A	Aeroflot	MSQ	01may23	received its original registration again; in standard 'blue' c/s; preserved in front of the terminal at Minsk-2 (N53.892904 E28.032329), seen may23/aug24
61042	CCCP-65750 65750 4L-65750 4L-65750 4L-65750	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Georgia-TBS Aeroflot c/s, n/t Aeroflot c/s, n/t Orbi Air Zena	mfd LCA VAR PRG MHP	26jan79 21may93 mar94 06jul94 18aug97	line # 50-05; mfd also reported as 22feb79; toc 02mar79; rgd 28mar79; f/n TBS 27nov82; first reported as a Tu-134A-3 in an incident report at TBS 28oct87; l/n VKO 13apr92 l/n IST 12jun93 l/n TBS 16may96 seen ATH 03dec99, white with red/green cheatline, Air Zena by the nose, large 'Georgia' tiles and red logo on a white tail; seen BUD jul01, in all-white c/s with blue tail logo and 'Georgian Airlines' titles; l/n PRG 04nov02
	4L-65750 4L-65750 EX-020	Tu-134A-3 Tu-134A-3 Tu-134A-3	all-white c/s, n/t Avial Kyrgyzstan	SHJ VAR VKO	05may03 18jul03 27jul06	l/n SHJ 12oct03 owned and operated by Altyn Air aka Kyrgyzstan Altyn; in basic Altyn Air c/s; l/n OSS 26oct11; w/o 28dec11 on a flight from Bishkek to Osh when landed very hard in bad visibility (low clouds and fog), the right main gear gave way, the aircraft rolled over losing its right wing, the fuselage without tail came to rest upside down on the snow-covered grass off the runway and caught fire, 5 of the 82 passengers injured (1 of them seriously) while all 6 crew and the other 77 passengers escaped basically unhurt; t/t 41,313 hours and 25,326 cycles; CofA was valid until 19jan12
61055	VN-A104 VN-A104	Tu-134A Tu-134A	Hàng Không Vietnam Vietnam Airlines	d/d fr.	feb79 1990	line # 50-06; f/n BKK 10may85 l/n HAN 01nov90; wfu end of 1996; seen HAN mar99/oct02, as such; gone by jan04
61066	CCCP-65751 RA-65751 RA-65751	Tu-134A Tu-134A Tu-134A-3	AFL/Urals Aeroflot Permskiye Avialin.	mfd DME trf	26feb79 02sep93 30mar94	line # 50-07; toc 01mar79; rgd 15mar79; f/n LED 27feb84 f/n IST oct95; l/n PEE aug09/aug14, stored; broken up at PEE jul15
61079	CCCP-65752 UR-65752	Tu-134A Tu-134A-3	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	28feb79 22jan93	line # 50-08; toc 11mar79; rgd 03apr79; probably trf to AFL/Ukraine-HRK; f/n VKO 14mar90 f/n HRK 30aug93; opb Avialiniyi Kharkova; l/n HRK 04may98

61099	UR-65752	Tu-134A-3	Aeroflot c/s, n/t	HRK	27apr99	opb Avialiniji Kharkova
	UR-65752	Tu-134A-3	Air Kharkiv	HRK	jun99	Avialiniji Kharkova; seen HRK jun99/mar09, wfu; canx 13aug08
	CCCP-65753	Tu-134A	AFL/Privolzhsk-KUF	mfd	02mar79	line # 50-09; toc 30mar79; rgd 26apr79; f/n SXF 25nov79
	RA-65753	Tu-134A-3	Aeroflot	KUF	25apr93	
62120	RA-65753	Tu-134A-3	Samara	trf	24nov94	f/n MHP 13may96; l/n DME 17oct06; operator's certificate revoked 30sep08
	CCCP-65682	Tu-134A	Soviet AF/AFL c/s	mfd	30mar79	line # 50-10 confirmed; rgd 25apr79; f/n Sperenberg 13jul79; converted with stinger-tail (Balkany) after 1986; f/n as such Kubinka 11apr92, but photo exists as such at an earlier date; l/n Kubinka 14may94 with stinger-tail (Balkany); with 'Rossiya' titles; last overhaul completed 14jul95
	RA-65682	Tu-134AK	Russian AF/Rossiia	Kub	06sep94	stinger-tail removed by then
	RA-65682	Tu-134AK	Gromov Air	TEQ	01apr01	owned by Gazpromavia; l/n VKO 20aug02; last flight 14mar03 to Astrakhan and stored there; seen ASF 23may04; offered for sale by Astrakhangazprom 11nov05 with t/t 4,312 hours and 3,816 cycles; seen CKL 20aug07, but titles not reported
62144	RA-65682	Tu-134AK	Avialin. Dagestana	ROV	20dec09	in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; seen ROV 07oct10/19aug12, stored; inside RZGA No. 412 17aug15; l/n ROV 28jan17, stored outside
	VN-A110	Tu-134A	Hàng Không Vietnam	d/d	mar79	line # 51-01; in basic Aeroflot c/s; f/n HAN apr80; l/n BKK nov89
	VN-A110	Tu-134A	Vietnam Airlines	fr.	mar90	f/n 30aug91; converted to Tu-134A-3 after nov92 and before oct93; wfu end 1996; seen HAN mar99/nov02, wfu and gone by jan04
	CCCP-65754	Tu-134A	AFL/Belarus-MSQ	mfd	27mar79	line # 51-02; toc 01apr79; rgd 18apr79; f/n SXF 30mar80; l/n SVO 16apr92
62154	EW-65754	Tu-134A	Belavia	ZRH	07may93	seen in ARZ-407 at MHP aug06/may08; not in Belavia fleet list feb08
	RA-65754	Tu-134A	Severnyye avial.	MHP	18aug09	in ARZ-407; in basic Aeroflot c/s, but with blue fin and engines, 'Severnyye avialinii' titles; never left ARZ-407, canx before nov09; cannibalised by sep11; broken up at MHP apr12, only heaps of scrap metal remained by 12apr12
	CCCP-65755	Tu-134A	AFL/Armenia-EVN	mfd	31mar79	line # 51-03; toc 09apr79; rgd 14jun79
	CCCP-65755	Tu-134A	AFL/Komi	trf	31dec80	f/n TBS 27nov82; l/n KBP 07sep92 as Tu-134A-3
62165	RA-65755	Tu-134A-3	Aeroflot	SVO	14may93	l/n SVO 16may95
	RA-65755	Tu-134A-3	Komiavia	trf	22feb94	f/n VKO 23oct95, opb Stavropol Avia
	RA-65755	Tu-134A-3	Aeroflot c/s, n/t	SVO	27nov97	reported for Komiinteravia; l/n SCW 04oct01
	RA-65755	Tu-134A-3	Utair Express	rgd	27jan03	l/sf Komiinteravia since 25dec02; f/n OVB 23nov04; l/n VKO 16sep09
62179	RA-65755	Tu-134A-3	Utair Express	SCW	mar12	stored; l/n mar14; in the process of being broken up 31may14; canx before apr16
	CCCP-65756	Tu-134A	AFL/Azerbaijan	mfd	20mar79	line # 51-04; toc 07apr79; rgd 18apr79
	CCCP-65756	Tu-134A	AFL/Centr.Reg.-VOZ	trf	11jul80	
	CCCP-65756	Tu-134A	AFL/Centr.Reg.-IWA	trf	unknown	f/n LED 07sep92 as Tu-134A-3; still CCCP- 16may93
62187	RA-65756	Tu-134A-3	Aeroflot	LED	15jun93	l/n LED 14mar94
	RA-65756	Tu-134A-3	Ivanovo Avn Ent.	trf	30mar94	
	RA-65756	Tu-134A-3	ALAK Air Saravi	BTS	19sep94	Russian/Slovak joint venture; noted BTS 16oct94
	RA-65756	Tu-134A-3	Aeroflot c/s, n/t	IWA	21aug96	l/n IWA 06aug99, stored
62199	RA-65756	Tu-134A-3	AT (Aerotex)	ZIA	13aug99	l/n GDN 10mar03
	RA-65756	Tu-134A-3	RusLine	rgd	26jun03	VIP aircraft with 34/44 seats; already f/n SVO 18may03; offered for sale 12aug09 with t/t 32,722 hours; seen GOJ oct10/dec11, stored and 12jun12 in the process of being broken up
	CCCP-65760	Tu-134AK	MAP LII Zhukovski	rgd	24may79	line # 51-05; flying test-bed; in Aeroflot c/s; photo at Zhukovski circa 1986 in formation flight with "Buran" CCCP-3501002; f/n ZIA 12aug92
	RA-65760	Tu-134AK	LII im. Gromova	BQH	19jun93	flying test-bed; in Aeroflot c/s; w/o 09sep94 on a flight from Zhukovski as the chase plane for Tu-22M3-LL "32" red (c/n 4830156, line # 30-05) when collided at a height of some 3,000 metres with the bomber near Samoilikha (45 km east of Yegoryevsk) due to pilot error on the part of the Tu-134AK's crew, went out of control and crashed in a swampy forest, all 5 crew and 3 passengers (test engineers) killed; soc 05apr96
62205	CCCP-65683	Tu-134AK	Soviet AF/AFL c/s	rgd	28may79	line # 51-06; f/n Sperenberg 24dec79; converted to stinger-tail (Balkany) after 1986
	UN-65683	Tu-134AK	Kazakh Government	ALA	oct94	stinger-tail (Balkany); 'Kazakhstan' titles; seen ALA 25jun10, parked in a storage compound; seen MHP 31nov11 in revised c/s with white top, light blue undersides and 'Kazakhstan' titles, stinger removed; seen MHP 18sep17 at ARZ-407; l/n Zhetygen 07may22
	CCCP-65684	Tu-134AK	Soviet AF/AFL c/s	rgd	28may79	line # 51-07; f/n SXF 08oct79; converted to stinger-tail (Balkany) after 1986 and f/n as such CKL aug88; l/n SVX 20apr93
	RA-65684	Tu-134AK	Russian AF/AFL c/s	SVX	23aug95	l/n SVX 24aug03 with 'Rossiya' titles and stinger-tail (Balkany)
62215	RA-65684	Tu-134AK	Russian Air Force	SVX	14jul05	with stinger-tail (Balkany); in basic Aeroflot c/s, Russian flag on the tail and named 'Yekaterinburg'
	RA-65684	Tu-134AK	Russian Air Force	SVX	22jun06	with stinger-tail (Balkany); in basic Aeroflot c/s, named 'Yekaterinburg'; carried code "04" blue on the nose wheel door; l/n as such KUF 27jan09; name changed to "Rostov-na-Donu" later in 2009, f/n as such CKL 05feb10; l/n Rostov-na-Donu-Tsentralny 03mar11
	RF-66052	Tu-134AK	Russian Air Force	Roc	16jun11	with stinger-tail (Balkany); still with old registration under the wings; named 'Rostov-na-Donu'; in basic Aeroflot c/s and carried code "04" blue on the nose wheel door with 'VVS Rossi' titles; l/n OVB 31jul18
	CCCP-65757	Tu-134A	AFL/GosNII GA	mfd	28apr79	line # 51-08; toc 14jun79
62220	CCCP-65757	Tu-134A	AFL/Ukraine-KBP	trf	02oct79	rgd 18oct79; f/n SXF 10apr80
	CCCP-65757	Tu-134A	Avialini. Ukrayiny	MUC	aug92	with additional small Aeroflot titles below the cheatline; l/n PRG 01dec92
	UR-65757	Tu-134A	Avialini. Ukrayiny	rgd	10jan93	f/n LGW 28dec92; f/n as Tu-134A-3 BUD 03dec96; seen KBP may04/jul07, wfu and stored; canx 15jun07, in the process of being scrapped 04jun08
	CCCP-65758	Tu-134A	AFL/Privolzhsk-KUF	mfd	29apr79	line # 51-09; toc 08may79; rgd 28may79; f/n AER 11aug80
62223	RA-65758	Tu-134A-3	Aeroflot	KUF	25apr93	
	RA-65758	Tu-134A-3	Samara	trf	24nov94	f/n MHP 08oct95; version painted as Tu-134A; l/n DME 26aug06; operator's certificate revoked 30sep08; t/t 44,161 hours and 25,133 cycles
	CCCP-65759	Tu-134A	AFL/Estonia-TLL	mfd	30apr79	line # 51-10; toc 05may79; rgd 28may79; f/n SVO 25sep87
	ES-AAO	Tu-134A	Estonian Air	FRA	13jun92	still in full Aeroflot c/s with 'Aeroflot' titles; l/n SVO 07sep92
62244	ES-AAO	Tu-134A	Estonian Air	TLL	27aug93	now with 'Estonian Air' titles; l/n LGW 25jul94
	RA-65759	Tu-134A	Aeroflot	rgd	10jul95	to Pulkovo Avia; f/n AMS 04oct95; l/n AMS 06jul97
	RA-65759	Tu-134A	Pulkovo Avia	AMS	12nov97	seen LGW 09jan00 as Tu-134A-3; l/n KUF 24may07 with additional 'Rossiya' titles
	RA-65759	Tu-134A-3	Rossiia Russian Al	SVO	28jul07	l/n LED 30oct08; wfu dec08; photo LED 17apr09; broken up aug09 at LED; canx before nov09
62259	CCCP-65761	Tu-134AK	Soviet Gvt/AFL c/s	mfd	11may79	line # 52-01; toc 04jun79; rgd 08jun79; opb 235 OAO; f/n CDG 30apr80
	CCCP-65761	Tu-134AK	AFL/Ukraine-HRK	trf	22oct83	
	UR-65761	Tu-134A-3	Avialini. Ukrayiny	VKO	05jul93	opb Avialiniji Kharkova; l/n IST 22may98
	UR-65761	Tu-134A-3	Air Kharkiv	HRK	21jun99	Avialiniji Kharkova; l/n operational IST 10nov00; stored at HRK, seen may08/mar09; canx 13aug08
62279	DM-SDO	Tu-134AK	EGAF/Interflug c/s	rgd	31may79	line # 52-02; had East German Air Force serial 118 allocated
	DDR-SDO	Tu-134AK	EGAF/Interflug c/s	rgd	31aug81	seen LHR 13mar83; departed SXF 02jul90 on delivery to, see below
	VN-A130	Tu-134AK	Vietnam Airlines	rgd	02jul90	f/n 30aug91; wfu end 1996; seen HAN sep98/sep02, wfu and gone by jan04
	CCCP-65762	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	23may79	line # 52-03; toc 05jun79; rgd 26jun79; f/n VKO 31aug81; l/n LED 06sep92, as Tu-134A-3
62299	RA-65762	Tu-134A-3	Aeroflot	LED	15jun93	
	RA-65762	Tu-134A-3	Voronezh Avia	trf	01aug94	f/n VKO 24aug97; l/n VOZ 01sep04
	RA-65762	Tu-134A-3	Voronezh Avia, n/t	SVO	01may05	had Rostov-na-Donu ARZ-412 sticker next to front door; l/n SVO 20aug05
	RA-65762	Tu-134A-3	Polet, n/t	DME	01oct05	has Rostov-na-Donu ARZ-412 sticker next to front door; seen GOJ 01nov08, no titles; seen KUF aug13 (N53.512467 E50.161276) as such with the registration painted out but still visible on top of the wing, parked on the grass with many parts missing; l/n 22may19/12aug21
62305	CCCP-65763	Tu-134A	AFL/Tajikistan-LBD	mfd	31may79	line # 52-04; toc 05jun79; rgd 14jun79; f/n DUS 19sep87; l/n KUF 25apr93, as Tu-134A-3; to Tajik Air in 1993 which was renamed Tajikistan Airlines
	EY-65763	Tu-134A-3	Tajikistan Al	DME	23sep94	l/n SHJ 18jan97; in full c/s with Tajikistan titles
	EY-65763	Tu-134A-3	SAN Air Company	VKO	25aug97	in basic ex Tajikistan Al c/s with large 'SAN' titles and tail logo, German flag by the wings; l/n ATH 14sep97 in full c/s, no titles; just tail logo; still in fleet list 30sep00, see next line
	EY-65763	Tu-134A-3	Tajikistan Al	SHJ	02jul98	in basic Tajikistan c/s and tail logo with C.O.A.G.E Airlines titles and Equatorial Guinea flag on the nose; l/n SHJ 15jan01
62315	EY-65763	Tu-134A-3	Tajikistan Al	SHJ	feb01	full c/s, no titles, just tail logo
	EY-65763	Tu-134A-3	Tajikistan Al	SHJ	03nov01	carried a 'Shaheed Air' sticker mar02/2004; in full c/s with Tajikistan titles; l/n RKT 05may07; stored from 30may07 according to an official document of assets dated 01jan18; in fleet list 02oct07 as such; seen LBD aug12/sep16 as such
	CCCP-65764	Tu-134AK	Soviet Gvt/AFL c/s	mfd	22jun79	line # 52-05; toc 27jun79; rgd 02jul79; opb 235 OAO; f/n SVO 29dec79
	CCCP-65764	Tu-134AK	AFL/Uzbekistan	trf	27nov81	
62327	CCCP-65764	Tu-134AK	AFL/Ukraine-HRK	trf	23sep83	l/n VKO 11sep92 as Tu-134A-3
	UR-65764	Tu-134A-3	Avialini. Ukrayiny	VKO	27apr93	opb Avialiniji Kharkova; l/n HRK 04may98
	EW-65764	Tu-134A-3	Air Kharkiv	IST	15sep98	Avialiniji Kharkova; l/n TAT 06jan99
	UR-65764	Tu-134A-3	Air Kharkiv	MSQ	24sep99	opb Avialiniji Kharkova; in basic Avialiniji Ukrayiny c/s
62335	CCCP-65765	Tu-134A	AFL/Ukraine-KBP	mfd	18jun79	in basic Avialiniji Ukrayiny c/s with 'Air Kharkiv' titles; not in 2001 fleet list; seen HRK jul07, wfu without engines; canx 13aug08; l/n mar09
	UR-65765	Tu-134A	Avialini. Ukrayiny	rgd	26jan93	line # 52-06; toc 28jun79; rgd 06jul79; f/n CDG 19apr80; l/n KBP 07sep92, all white tail without flag
	UR-SAL	Tu-134A-3	South Airlines	ODS	nov04	f/n AMS 03mar93; f/n as a Tu-134A-3 08may00; l/n KBP 22may04; canx 02feb10, but see next line
	CCCP-65766	Tu-134A	AFL/N.Kavkaz-ROV	mfd	28jun79	leased from Avialiniji Ukrayiny and eventually bought in 2006; initially carried 'Pivdenni Avialiniji' titles plus a dolphin logo with 'Odessa' above it (in Cyrillic on the right-hand side); l/n ODS 12jul06, as such; repainted in all-white c/s with blue engines and no titles; f/n VKO 02dec07, as such; canx 03feb10; stored at ODS, seen oct10/dec11; painted in full Aeroflot c/s (but with blue engines) on the port side only for a movie; seen ODS 27feb12, as such; fake registration 'CCCP-65632' was later added; photo 26sep14, with this registration already overpainted but just visible; l/n ODS apr17, in the same c/s as previously mentioned; see c/n 9350903
62337	CCCP-65766	Tu-134A	AFL/N.Kavkaz-ROV	mfd	28jun79	line # 52-07; toc 29jun79; rgd 09jul79
	CCCP-65766	Tu-134A	AFL/N.Kavkaz-GRV	trf	unknown	opb 82 LO; f/n VKO 31aug81; w/o 20oct86 on the leg from Sverdlovsk to Kuibyshev-Kurumoch of a flight from Sverdlovsk to Grozny when the captain decided to practise an instrument landing at Kurumoch (with the shutter of the cockpit window closed) although visibility was good, on touch-down vertical and horizontal speed were too high, the aircraft touched down with 4.8 g, the landing gear broke, the aircraft broke up, came to rest upside down and caught fire, 4 of the 7 crew and 66 of the 87 passengers killed and all but 2 survivors injured; t/t 16,154 hours 20 minutes and 9,689 cycles; soc and canx 25dec86; the surviving captain was imprisoned for many years; wreck still present 28aug97
	CCCP-65767	Tu-134A	AFL/Kazakhstan-ALA	mfd	28jun79	line # 52-08; toc 06jul79; rgd 20jul79; f/n AER 11aug80; l/n ALA 22apr93 as Tu-134A-3
	CCCP-65767	Tu-134A	AFL/Kazakhstan-ALA	mfd	28jun79	

62350	UN-65767	Tu-134A-3	Aeroflot	DME	30aug93	reported for Kazakstan Airlines in basic ex Aeroflot c/s with blue tail, no titles; seen ALA sep99/dec03 in the graveyard line # 52-09; toc 05jul79; rgd 19jul79; opb 124 LO Chelyabinskogo OAO opb Tallinsk OAO; f/n LED 13sep87; l/n FRA 01may92 in all-white c/s with titles; seen MHP 13may96; l/n MHP 23aug96 in white c/s with light blue/dark blue cheatline and light grey undersides, with titles; f/n KUF dec96; l/n VKO 03jun01; soc 19jun01 and canx 07aug01 as leased to Armenia leased from Chernomorskiye Avialinil; in white c/s with light blue/dark blue cheatline and light grey undersides, with titles; l/n IST 24sep02 leased from Chernomorskiye Avialinil; l/n ROV 16apr05 to OOO "Mechta KK"; in white c/s with light grey undersides, with titles; f/n DME 01jun06; t/t 42,080 hours and 23,431 cycles by 01jan10; named "Eduard" after her owner Eduard Pasotzhin; f/n as such LED 17jul10; l/n AER 19jul10 in white c/s with light grey undersides; named "Eduard"; f/n VKO 13sep10; l/n with name VKO 06oct10; f/n without name LED 06mar11; l/n SCW 15jun13 in white c/s with light grey undersides, all markings apart from the registration painted out; left the maintenance area at SCW as such 27jun13; ferried from SCW to RVI 29jun13; the technical condition was assessed by ARZ 412 GA at RVI jul13, resulting in the decision to withdraw the aircraft from use; cannibalised at RVI, seen 13jan15; canx before mar16; used as a trainer by the Cynological Centre of the Southern Customs Directorate at Maikop, with part of a blue Aeroflot cheatline added in the area around the left forward door, seen aug19
	UN-65767	Tu-134A-3	Kazakstan Airlines	ALA	04jul97	
	CCCP-65768	Tu-134A	AFL/Urals	mfd	30jun79	
	CCCP-65768	Tu-134A	AFL/Estonia	trf	07jun85	
	ES-AAL	Tu-134A	Estonian Air	FRA	27jun92	
62375	RA-65575	Tu-134A	Chernomorskiye Al	rgd	11jul96	line # 52-10 initially based at Ulan-Ude and later at OVB; in non-standard c/s with a cheatline similar to Gazpromavia and Aeroflot RIA Tu-154M style grey/blue tail, blue engine nacelles and no titles; overhauled by RZGA No. 412 from 03oct12, t/t 5,124 hours and 4,473 cycles by then; l/n AER 13feb14 in non-standard c/s with a cheatline similar to Gazpromavia and Aeroflot RIA Tu-154M style grey/blue tail, blue engine nacelles and no titles; l/n SCW 30mar22 line # 53-01; rgd 09oct79; f/n Sperenberg 22jan80; converted to stinger-tail (Balkany) after 1986 and f/n as such CKL aug88 stinger-tail (Balkany); no titles f/n BUD 15may97; l/n BUD 16feb98; stinger-tail removed l/n KIV 03apr03 and Bata 05feb04 seen KIV (N46.934831 E28.925370) sep05/feb15, wfu; logo on forward fuselage but not Vichi; no titles on the right hand side; canx between 09oct14 and 26jan15, but current again by apr15; still current on register 31dec15; canx by 11mar16; l/n KIV may19/mar20, stored, no reg visible line # 53-02; anti-submarine warfare systems test-bed, was the first Tu-134IK, see c/n 66140 and 64454; w/o 17jun82 on a positioning flight from Zhukovski to Severomorsk-1 (Murmansk region) when descended below the glide path while on an ILS approach to Severomorsk-1 in bad visibility, deviated to the left of the localizer, the pilot ignored the GPWS sound and warnings by ATC and the navigator, at an altitude of 206 metres the wing struck a wire of a radio mast on top of a hill, control was lost and the aircraft crashed onto a slope near the airfield, 9 out of 10 crew and all 6 passengers killed and the sole survivor (the captain) slightly injured; canx 30aug82 line # 53-03; toc 22aug79; rgd 12sep79; was already f/n LGW 01sep79; carried additional 'Official Olympic Carrier' titles, still as such by jun80; Tu-134A-3 by apr91; l/n SVO 14aug92 l/n LED 27sep07; last Aeroflot service dec07; offered for sale 14apr08; sold 16may08; l/n SVO 07sep08; broken up at SVO, probably in 2009; t/t 46,820 hours and 22,821 cycles; canx before nov09 line # 53-04; toc 30aug79; rgd 12sep79; f/n LGW 15sep79; carried additional 'Official Olympic Carrier' titles in 1979; Tu-134A-3 by may85; l/n SVO 14aug92 repainted in the new c/s; last service dec07; offered for sale 14apr08 with t/t 45,416 hours and sold 16may08 (to be scrapped ?); l/n complete SVO 09oct08; seen wfu at SVO, without engines, titles and registration painted out jan09; scrapped at SVO jan/feb09, wings cut off 29jan09 line # 53-05; toc 06sep79; rgd 18sep79; opb 235 OAO; f/n AMS 07jan80 l/n VKO 21jul91 in Aeroflot c/s, no titles; l/n ROV 13may96 l/n VKO 04oct00 in basic old Donavia c/s; f/n ROV 08aug01; offered for sale nov08; l/n AER 19sep09; operator renamed Donavia 25sep09 small logo only, old Donavia tail; l/n VKO 30jun10 old Donavia tail; l/n ROV 25aug10 line # 53-06; with glass nose and ROZ-1 radar; initially in basic Aeroflot c/s; f/n HAN apr80; used for colour scheme experiments f/n SGN jan91; f/n as Tu-134A-3 BKK 24oct93; seen HAN sep98/nov02, wfu; no longer present jan04 line # 53-07; toc 29sep79; rgd 15nov79; f/n SXF 27may80; l/n MSQ 07sep93 f/n as Tu-134A-3 SVO 24sep94; l/n MSQ aug07/apr11, stored; not in Belavia fleet list feb08 line # 53-08; toc 23nov79; rgd 04dec79; opb 235 OAO; f/n SXF 17apr81 opb Avialiniyi Kharkova; l/n HRK 22aug98 Avialiniyi Kharkova; l/n LCA 25oct99 leased from Avialiniyi Kharkova; carried additional 'Pivdenni Avialiniyi' titles jan/feb01; l/n active ODS 30aug01; seen HRK jul08, wfu; canx 13aug08; l/n mar09 line # 53-09; toc 28sep79; rgd 15nov79; f/n TBS 20aug80; l/n LED 06apr91, as Tu-134A-3 l/n IST 18jun93 l/n CDG 09aug95 seen TBS oct01/jul05, wfu; not in 2001 fleet list line # 53-10; toc 11oct79; rgd 11nov79; f/n AMS mar74 f/n PEE 23aug95, Aeroflot c/s, no titles l/n DME 18jun08; stored PEE 10apr10/aug14, missing its nose undercarriage; l/n 28jul18, forward fuselage and no wings; moved to the aviation museum of Mikhail Pavlov at V. Muly near Perm (N57.957278 E56.125258) and visible on Google Earth aug18/sep24 line # 54-01; toc 09oct79; rgd 22oct79; f/n ALA 22sep87 l/n BUD 03jul98 f/n BUD 13nov98; l/n ALA 24sep99: not in 2001 fleet list l/n ALA 08jun01 l/n ALA 29jun02 and FRU 16jul02, but titles not reported l/n DXB 31mar04 titles presumably small on nose photo; l/n DXB 27mar05; still under Euro Asia Air in JP-05 named 'Kuatt'; f/n DXB 19oct06; l/n GOJ 11jan08; seen ALA 07may08, titles not readable but not yet 'Jet Airlines'
	EK-65575	Tu-134A	Armavia	VKO	15aug01	
	EK-65575	Tu-134A	Gyumri Airlines	SXF	22jun04	
	RA-65575	Tu-134A-3	UTair	rgd	19may06	
	RA-65575	Tu-134A-3	UTair Express	trf	jul10	
62390	RA-65575	Tu-134A-3	no titles	SCW	27jun13	line # 52-10 initially based at Ulan-Ude and later at OVB; in non-standard c/s with a cheatline similar to Gazpromavia and Aeroflot RIA Tu-154M style grey/blue tail, blue engine nacelles and no titles; overhauled by RZGA No. 412 from 03oct12, t/t 5,124 hours and 4,473 cycles by then; l/n AER 13feb14 in non-standard c/s with a cheatline similar to Gazpromavia and Aeroflot RIA Tu-154M style grey/blue tail, blue engine nacelles and no titles; l/n SCW 30mar22 line # 53-01; rgd 09oct79; f/n Sperenberg 22jan80; converted to stinger-tail (Balkany) after 1986 and f/n as such CKL aug88 stinger-tail (Balkany); no titles f/n BUD 15may97; l/n BUD 16feb98; stinger-tail removed l/n KIV 03apr03 and Bata 05feb04 seen KIV (N46.934831 E28.925370) sep05/feb15, wfu; logo on forward fuselage but not Vichi; no titles on the right hand side; canx between 09oct14 and 26jan15, but current again by apr15; still current on register 31dec15; canx by 11mar16; l/n KIV may19/mar20, stored, no reg visible line # 53-02; anti-submarine warfare systems test-bed, was the first Tu-134IK, see c/n 66140 and 64454; w/o 17jun82 on a positioning flight from Zhukovski to Severomorsk-1 (Murmansk region) when descended below the glide path while on an ILS approach to Severomorsk-1 in bad visibility, deviated to the left of the localizer, the pilot ignored the GPWS sound and warnings by ATC and the navigator, at an altitude of 206 metres the wing struck a wire of a radio mast on top of a hill, control was lost and the aircraft crashed onto a slope near the airfield, 9 out of 10 crew and all 6 passengers killed and the sole survivor (the captain) slightly injured; canx 30aug82 line # 53-03; toc 22aug79; rgd 12sep79; was already f/n LGW 01sep79; carried additional 'Official Olympic Carrier' titles, still as such by jun80; Tu-134A-3 by apr91; l/n SVO 14aug92 l/n LED 27sep07; last Aeroflot service dec07; offered for sale 14apr08; sold 16may08; l/n SVO 07sep08; broken up at SVO, probably in 2009; t/t 46,820 hours and 22,821 cycles; canx before nov09 line # 53-04; toc 30aug79; rgd 12sep79; f/n LGW 15sep79; carried additional 'Official Olympic Carrier' titles in 1979; Tu-134A-3 by may85; l/n SVO 14aug92 repainted in the new c/s; last service dec07; offered for sale 14apr08 with t/t 45,416 hours and sold 16may08 (to be scrapped ?); l/n complete SVO 09oct08; seen wfu at SVO, without engines, titles and registration painted out jan09; scrapped at SVO jan/feb09, wings cut off 29jan09 line # 53-05; toc 06sep79; rgd 18sep79; opb 235 OAO; f/n AMS 07jan80 l/n VKO 21jul91 in Aeroflot c/s, no titles; l/n ROV 13may96 l/n VKO 04oct00 in basic old Donavia c/s; f/n ROV 08aug01; offered for sale nov08; l/n AER 19sep09; operator renamed Donavia 25sep09 small logo only, old Donavia tail; l/n VKO 30jun10 old Donavia tail; l/n ROV 25aug10 line # 53-06; with glass nose and ROZ-1 radar; initially in basic Aeroflot c/s; f/n HAN apr80; used for colour scheme experiments f/n SGN jan91; f/n as Tu-134A-3 BKK 24oct93; seen HAN sep98/nov02, wfu; no longer present jan04 line # 53-07; toc 29sep79; rgd 15nov79; f/n SXF 27may80; l/n MSQ 07sep93 f/n as Tu-134A-3 SVO 24sep94; l/n MSQ aug07/apr11, stored; not in Belavia fleet list feb08 line # 53-08; toc 23nov79; rgd 04dec79; opb 235 OAO; f/n SXF 17apr81 opb Avialiniyi Kharkova; l/n HRK 22aug98 Avialiniyi Kharkova; l/n LCA 25oct99 leased from Avialiniyi Kharkova; carried additional 'Pivdenni Avialiniyi' titles jan/feb01; l/n active ODS 30aug01; seen HRK jul08, wfu; canx 13aug08; l/n mar09 line # 53-09; toc 28sep79; rgd 15nov79; f/n TBS 20aug80; l/n LED 06apr91, as Tu-134A-3 l/n IST 18jun93 l/n CDG 09aug95 seen TBS oct01/jul05, wfu; not in 2001 fleet list line # 53-10; toc 11oct79; rgd 11nov79; f/n AMS mar74 f/n PEE 23aug95, Aeroflot c/s, no titles l/n DME 18jun08; stored PEE 10apr10/aug14, missing its nose undercarriage; l/n 28jul18, forward fuselage and no wings; moved to the aviation museum of Mikhail Pavlov at V. Muly near Perm (N57.957278 E56.125258) and visible on Google Earth aug18/sep24 line # 54-01; toc 09oct79; rgd 22oct79; f/n ALA 22sep87 l/n BUD 03jul98 f/n BUD 13nov98; l/n ALA 24sep99: not in 2001 fleet list l/n ALA 08jun01 l/n ALA 29jun02 and FRU 16jul02, but titles not reported l/n DXB 31mar04 titles presumably small on nose photo; l/n DXB 27mar05; still under Euro Asia Air in JP-05 named 'Kuatt'; f/n DXB 19oct06; l/n GOJ 11jan08; seen ALA 07may08, titles not readable but not yet 'Jet Airlines'
	CCCP-65685	Tu-134AK	Soviet AF/AFL c/s	mfd	1979	
	RA-65685	Tu-134A-3	Russian Air Force	dmn	09sep03	
	RF-90915	Tu-134A-3	Russian Air Force	OVB	14jun14	
	ER-65686	Tu-134AK	Moldovan Air Force	KIV	21sep94	
62400	ER-AAZ	Tu-134AK	Moldavian Airlines	rgd	27dec96	seen KIV (N46.934831 E28.925370) sep05/feb15, wfu; logo on forward fuselage but not Vichi; no titles on the right hand side; canx between 09oct14 and 26jan15, but current again by apr15; still current on register 31dec15; canx by 11mar16; l/n KIV may19/mar20, stored, no reg visible line # 53-02; anti-submarine warfare systems test-bed, was the first Tu-134IK, see c/n 66140 and 64454; w/o 17jun82 on a positioning flight from Zhukovski to Severomorsk-1 (Murmansk region) when descended below the glide path while on an ILS approach to Severomorsk-1 in bad visibility, deviated to the left of the localizer, the pilot ignored the GPWS sound and warnings by ATC and the navigator, at an altitude of 206 metres the wing struck a wire of a radio mast on top of a hill, control was lost and the aircraft crashed onto a slope near the airfield, 9 out of 10 crew and all 6 passengers killed and the sole survivor (the captain) slightly injured; canx 30aug82 line # 53-03; toc 22aug79; rgd 12sep79; was already f/n LGW 01sep79; carried additional 'Official Olympic Carrier' titles, still as such by jun80; Tu-134A-3 by apr91; l/n SVO 14aug92 l/n LED 27sep07; last Aeroflot service dec07; offered for sale 14apr08; sold 16may08; l/n SVO 07sep08; broken up at SVO, probably in 2009; t/t 46,820 hours and 22,821 cycles; canx before nov09 line # 53-04; toc 30aug79; rgd 12sep79; f/n LGW 15sep79; carried additional 'Official Olympic Carrier' titles in 1979; Tu-134A-3 by may85; l/n SVO 14aug92 repainted in the new c/s; last service dec07; offered for sale 14apr08 with t/t 45,416 hours and sold 16may08 (to be scrapped ?); l/n complete SVO 09oct08; seen wfu at SVO, without engines, titles and registration painted out jan09; scrapped at SVO jan/feb09, wings cut off 29jan09 line # 53-05; toc 06sep79; rgd 18sep79; opb 235 OAO; f/n AMS 07jan80 l/n VKO 21jul91 in Aeroflot c/s, no titles; l/n ROV 13may96 l/n VKO 04oct00 in basic old Donavia c/s; f/n ROV 08aug01; offered for sale nov08; l/n AER 19sep09; operator renamed Donavia 25sep09 small logo only, old Donavia tail; l/n VKO 30jun10 old Donavia tail; l/n ROV 25aug10 line # 53-06; with glass nose and ROZ-1 radar; initially in basic Aeroflot c/s; f/n HAN apr80; used for colour scheme experiments f/n SGN jan91; f/n as Tu-134A-3 BKK 24oct93; seen HAN sep98/nov02, wfu; no longer present jan04 line # 53-07; toc 29sep79; rgd 15nov79; f/n SXF 27may80; l/n MSQ 07sep93 f/n as Tu-134A-3 SVO 24sep94; l/n MSQ aug07/apr11, stored; not in Belavia fleet list feb08 line # 53-08; toc 23nov79; rgd 04dec79; opb 235 OAO; f/n SXF 17apr81 opb Avialiniyi Kharkova; l/n HRK 22aug98 Avialiniyi Kharkova; l/n LCA 25oct99 leased from Avialiniyi Kharkova; carried additional 'Pivdenni Avialiniyi' titles jan/feb01; l/n active ODS 30aug01; seen HRK jul08, wfu; canx 13aug08; l/n mar09 line # 53-09; toc 28sep79; rgd 15nov79; f/n TBS 20aug80; l/n LED 06apr91, as Tu-134A-3 l/n IST 18jun93 l/n CDG 09aug95 seen TBS oct01/jul05, wfu; not in 2001 fleet list line # 53-10; toc 11oct79; rgd 11nov79; f/n AMS mar74 f/n PEE 23aug95, Aeroflot c/s, no titles l/n DME 18jun08; stored PEE 10apr10/aug14, missing its nose undercarriage; l/n 28jul18, forward fuselage and no wings; moved to the aviation museum of Mikhail Pavlov at V. Muly near Perm (N57.957278 E56.125258) and visible on Google Earth aug18/sep24 line # 54-01; toc 09oct79; rgd 22oct79; f/n ALA 22sep87 l/n BUD 03jul98 f/n BUD 13nov98; l/n ALA 24sep99: not in 2001 fleet list l/n ALA 08jun01 l/n ALA 29jun02 and FRU 16jul02, but titles not reported l/n DXB 31mar04 titles presumably small on nose photo; l/n DXB 27mar05; still under Euro Asia Air in JP-05 named 'Kuatt'; f/n DXB 19oct06; l/n GOJ 11jan08; seen ALA 07may08, titles not readable but not yet 'Jet Airlines'
	ER-TCF	Tu-134A-3	Moldavian Airlines	BUD	02mar98	
	ER-TCF	Tu-134A-3	Vichi Air Company	KIV	jul03	
	ER-TCF	Tu-134A-3	UTAGE	SSG	feb04	
	ER-TCF	Tu-134A-3	Vichi Air Company	KIV	02sep04	
62415	CCCP-65687	Tu-134IK	MRP NII-17	rgd	20may80	seen KIV (N46.934831 E28.925370) sep05/feb15, wfu; logo on forward fuselage but not Vichi; no titles on the right hand side; canx between 09oct14 and 26jan15, but current again by apr15; still current on register 31dec15; canx by 11mar16; l/n KIV may19/mar20, stored, no reg visible line # 53-02; anti-submarine warfare systems test-bed, was the first Tu-134IK, see c/n 66140 and 64454; w/o 17jun82 on a positioning flight from Zhukovski to Severomorsk-1 (Murmansk region) when descended below the glide path while on an ILS approach to Severomorsk-1 in bad visibility, deviated to the left of the localizer, the pilot ignored the GPWS sound and warnings by ATC and the navigator, at an altitude of 206 metres the wing struck a wire of a radio mast on top of a hill, control was lost and the aircraft crashed onto a slope near the airfield, 9 out of 10 crew and all 6 passengers killed and the sole survivor (the captain) slightly injured; canx 30aug82 line # 53-03; toc 22aug79; rgd 12sep79; was already f/n LGW 01sep79; carried additional 'Official Olympic Carrier' titles, still as such by jun80; Tu-134A-3 by apr91; l/n SVO 14aug92 l/n LED 27sep07; last Aeroflot service dec07; offered for sale 14apr08; sold 16may08; l/n SVO 07sep08; broken up at SVO, probably in 2009; t/t 46,820 hours and 22,821 cycles; canx before nov09 line # 53-04; toc 30aug79; rgd 12sep79; f/n LGW 15sep79; carried additional 'Official Olympic Carrier' titles in 1979; Tu-134A-3 by may85; l/n SVO 14aug92 repainted in the new c/s; last service dec07; offered for sale 14apr08 with t/t 45,416 hours and sold 16may08 (to be scrapped ?); l/n complete SVO 09oct08; seen wfu at SVO, without engines, titles and registration painted out jan09; scrapped at SVO jan/feb09, wings cut off 29jan09 line # 53-05; toc 06sep79; rgd 18sep79; opb 235 OAO; f/n AMS 07jan80 l/n VKO 21jul91 in Aeroflot c/s, no titles; l/n ROV 13may96 l/n VKO 04oct00 in basic old Donavia c/s; f/n ROV 08aug01; offered for sale nov08; l/n AER 19sep09; operator renamed Donavia 25sep09 small logo only, old Donavia tail; l/n VKO 30jun10 old Donavia tail; l/n ROV 25aug10 line # 53-06; with glass nose and ROZ-1 radar; initially in basic Aeroflot c/s; f/n HAN apr80; used for colour scheme experiments f/n SGN jan91; f/n as Tu-134A-3 BKK 24oct93; seen HAN sep98/nov02, wfu; no longer present jan04 line # 53-07; toc 29sep79; rgd 15nov79; f/n SXF 27may80; l/n MSQ 07sep93 f/n as Tu-134A-3 SVO 24sep94; l/n MSQ aug07/apr11, stored; not in Belavia fleet list feb08 line # 53-08; toc 23nov79; rgd 04dec79; opb 235 OAO; f/n SXF 17apr81 opb Avialiniyi Kharkova; l/n HRK 22aug98 Avialiniyi Kharkova; l/n LCA 25oct99 leased from Avialiniyi Kharkova; carried additional 'Pivdenni Avialiniyi' titles jan/feb01; l/n active ODS 30aug01; seen HRK jul08, wfu; canx 13aug08; l/n mar09 line # 53-09; toc 28sep79; rgd 15nov79; f/n TBS 20aug80; l/n LED 06apr91, as Tu-134A-3 l/n IST 18jun93 l/n CDG 09aug95 seen TBS oct01/jul05, wfu; not in 2001 fleet list line # 53-10; toc 11oct79; rgd 11nov79; f/n AMS mar74 f/n PEE 23aug95, Aeroflot c/s, no titles l/n DME 18jun08; stored PEE 10apr10/aug14, missing its nose undercarriage; l/n 28jul18, forward fuselage and no wings; moved to the aviation museum of Mikhail Pavlov at V. Muly near Perm (N57.957278 E56.125258) and visible on Google Earth aug18/sep24 line # 54-01; toc 09oct79; rgd 22oct79; f/n ALA 22sep87 l/n BUD 03jul98 f/n BUD 13nov98; l/n ALA 24sep99: not in 2001 fleet list l/n ALA 08jun01 l/n ALA 29jun02 and FRU 16jul02, but titles not reported l/n DXB 31mar04 titles presumably small on nose photo; l/n DXB 27mar05; still under Euro Asia Air in JP-05 named 'Kuatt'; f/n DXB 19oct06; l/n GOJ 11jan08; seen ALA 07may08, titles not readable but not yet 'Jet Airlines'
	CCCP-65769	Tu-134A	AFL/International	mfd	08aug79	
	RA-65769	Tu-134A-3	Aeroflot Rus. Al	MLA	28oct92	
	CCCP-65770	Tu-134A	AFL/International	mfd	28aug79	
	RA-65770	Tu-134A-3	Aeroflot Rus. Al	HEL	14nov92	
62430	CCCP-65771	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31aug79	line # 53-02; anti-submarine warfare systems test-bed, was the first Tu-134IK, see c/n 66140 and 64454; w/o 17jun82 on a positioning flight from Zhukovski to Severomorsk-1 (Murmansk region) when descended below the glide path while on an ILS approach to Severomorsk-1 in bad visibility, deviated to the left of the localizer, the pilot ignored the GPWS sound and warnings by ATC and the navigator, at an altitude of 206 metres the wing struck a wire of a radio mast on top of a hill, control was lost and the aircraft crashed onto a slope near the airfield, 9 out of 10 crew and all 6 passengers killed and the sole survivor (the captain) slightly injured; canx 30aug82 line # 53-03; toc 22aug79; rgd 12sep79; was already f/n LGW 01sep79; carried additional 'Official Olympic Carrier' titles, still as such by jun80; Tu-134A-3 by apr91; l/n SVO 14aug92 l/n LED 27sep07; last Aeroflot service dec07; offered for sale 14apr08; sold 16may08; l/n SVO 07sep08; broken up at SVO, probably in 2009; t/t 46,820 hours and 22,821 cycles; canx before nov09 line # 53-04; toc 30aug79; rgd 12sep79; f/n LGW 15sep79; carried additional 'Official Olympic Carrier' titles in 1979; Tu-134A-3 by may85; l/n SVO 14aug92 repainted in the new c/s; last service dec07; offered for sale 14apr08 with t/t 45,416 hours and sold 16may08 (to be scrapped ?); l/n complete SVO 09oct08; seen wfu at SVO, without engines, titles and registration painted out jan09; scrapped at SVO jan/feb09, wings cut off 29jan09 line # 53-05; toc 06sep79; rgd 18sep79; opb 235 OAO; f/n AMS 07jan80 l/n VKO 21jul91 in Aeroflot c/s, no titles; l/n ROV 13may96 l/n VKO 04oct00 in basic old Donavia c/s; f/n ROV 08aug01; offered for sale nov08; l/n AER 19sep09; operator renamed Donavia 25sep09 small logo only, old Donavia tail; l/n VKO 30jun10 old Donavia tail; l/n ROV 25aug10 line # 53-06; with glass nose and ROZ-1 radar; initially in basic Aeroflot c/s; f/n HAN apr80; used for colour scheme experiments f/n SGN jan91; f/n as Tu-134A-3 BKK 24oct93; seen HAN sep98/nov02, wfu; no longer present jan04 line # 53-07; toc 29sep79; rgd 15nov79; f/n SXF 27may80; l/n MSQ 07sep93 f/n as Tu-134A-3 SVO 24sep94; l/n MSQ aug07/apr11, stored; not in Belavia fleet list feb08 line # 53-08; toc 23nov79; rgd 04dec79; opb 235 OAO; f/n SXF 17apr81 opb Avialiniyi Kharkova; l/n HRK 22aug98 Avialiniyi Kharkova; l/n LCA 25oct99 leased from Avialiniyi Kharkova; carried additional 'Pivdenni Avialiniyi' titles jan/feb01; l/n active ODS 30aug01; seen HRK jul08, wfu; canx 13aug08; l/n mar09 line # 53-09; toc 28sep79; rgd 15nov79; f/n TBS 20aug80; l/n LED 06apr91, as Tu-134A-3 l/n IST 18jun93 l/n CDG 09aug95 seen TBS oct01/jul05, wfu; not in 2001 fleet list line # 53-10; toc 11oct79; rgd 11nov79; f/n AMS mar74 f/n PEE 23aug95, Aeroflot c/s, no titles l/n DME 18jun08; stored PEE 10apr10/aug14, missing its nose undercarriage; l/n 28jul18, forward fuselage and no wings; moved to the aviation museum of Mikhail Pavlov at V. Muly near Perm (N57.957278 E56.125258) and visible on Google Earth aug18/sep24 line # 54-01; toc 09oct79; rgd 22oct79; f/n ALA 22sep87 l/n BUD 03jul98 f/n BUD 13nov98; l/n ALA 24sep99: not in 2001 fleet list l/n ALA 08jun01 l/n ALA 29jun02 and FRU 16jul02, but titles not reported l/n DXB 31mar04 titles presumably small on nose photo; l/n DXB 27mar05; still under Euro Asia Air in JP-05 named 'Kuatt'; f/n DXB 19oct06; l/n GOJ 11jan08; seen ALA 07may08, titles not readable but not yet 'Jet Airlines'
	CCCP-65771	Tu-134AK	AFL/N.Kavkaz-ROV	trf	15mar84	
	RA-65771	Tu-134AK	Aeroflot	HEL	07nov92	
	RA-65771	Tu-134AK	Donavia	trf	25nov93	
	RA-65771	Tu-134A-3	Donavia	ATH	30oct94	
62445	RA-65771	Tu-134A-3	Donavia	MHP	18aug97	in Aeroflot c/s, no titles; l/n ROV 13may96 l/n VKO 04oct00 in basic old Donavia c/s; f/n ROV 08aug01; offered for sale nov08; l/n AER 19sep09; operator renamed Donavia 25sep09 small logo only, old Donavia tail; l/n VKO 30jun10 old Donavia tail; l/n ROV 25aug10 line # 53-06; with glass nose and ROZ-1 radar; initially in basic Aeroflot c/s; f/n HAN apr80; used for colour scheme experiments f/n SGN jan91; f/n as Tu-134A-3 BKK 24oct93; seen HAN sep98/nov02, wfu; no longer present jan04 line # 53-07; toc 29sep79; rgd 15nov79; f/n SXF 27may80; l/n MSQ 07sep93 f/n as Tu-134A-3 SVO 24sep94; l/n MSQ aug07/apr11, stored; not in Belavia fleet list feb08 line # 53-08; toc 23nov79; rgd 04dec79; opb 235 OAO; f/n SXF 17apr81 opb Avialiniyi Kharkova; l/n HRK 22aug98 Avialiniyi Kharkova; l/n LCA 25oct99 leased from Avialiniyi Kharkova; carried additional 'Pivdenni Avialiniyi' titles jan/feb01; l/n active ODS 30aug01; seen HRK jul08, wfu; canx 13aug08; l/n mar09 line # 53-09; toc 28sep79; rgd 15nov79; f/n TBS 20aug80; l/n LED 06apr91, as Tu-134A-3 l/n IST 18jun93 l/n CDG 09aug95 seen TBS oct01/jul05, wfu; not in 2001 fleet list line # 53-10; toc 11oct79; rgd 11nov79; f/n AMS mar74 f/n PEE 23aug95, Aeroflot c/s, no titles l/n DME 18jun08; stored PEE 10apr10/aug14, missing its nose undercarriage; l/n 28jul18, forward fuselage and no wings; moved to the aviation museum of Mikhail Pavlov at V. Muly near Perm (N57.957278

62575	CCCP-65688	Tu-134AK	Soviet AF/AFL c/s	rgd	12dec79	line # 54-04; initially opb 5 ae 10 okbon at CKL; trf to 2 ae 354 apob 8 adon at CKL dec81; f/n Sperenberg 12jul80; converted to stinger-tail (Balkany) after 1986 and f/n as such Sperenberg 10apr87; in full 'blue' Aeroflot c/s with blue/white fin; seen Sperenberg jul90; f/n Kubinka 11apr92 with stinger-tail (Balkany); f/n Ryazan-Dyagilevo 08aug99 with stinger-tail (Balkany); in basic 'blue' Aeroflot c/s, no titles; f/n CKL 03jun11 with stinger-tail (Balkany); opb TVVAUL at Tambov-Military (West); in basic 'blue' Aeroflot c/s with Russian flag on fin, no titles; f/n as such Tambov 26aug12; overhauled by RZGA No. 412 from 29mar13, t/t 6,385 hours and 5,362 cycles by then; the lower part of the fin was painted blue during the overhaul and the inscription 'Aviabaza Tambov' was added on the nose; f/n as such ROV 14sep14; received the code "688" blue on the nose-wheel door; f/n as such jun15; f/n 2021, location withheld line # 54-05 confirmed; toc 21nov79; rgd 06dec79; f/n SVO 14apr80 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; f/n FRU 11may98; in fleet list 31dec03 as stored; seen FRU sep04/nov04 as such line # 54-06 ?; rgd 21dec79 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; f/n LCA 21jul00 operator unknown; retained the Kyrgyzstan Al cheatline with a red tail and skewed five pointed black and white star on the tail; f/n FRU 17aug00 in fleet list 31dec03 as stored; f/n FRU sep04/nov04, as such line # 54-07; toc 13dec79; rgd 14jan80; f/n HEL 15mar80 f/n as Tu-134A-3 SVO 18may91; f/n SVO 30jun92
62590	CCCP-65778	Tu-134A	AFL/Kyrgyzstan-FRU	mfd	26oct79	opb Komiavia since 1991
62602	CCCP-65779	Tu-134A	AFL/Kyrgyzstan-FRU	toc	29nov79	f/n AYT 18may96; f/n as Tu-134A-3 SVO 14apr97; f/n PRG 14dec97; reported for Komiinteravia f/n STW 05jun95
62622	EX-65779	Tu-134A-3	Kyrgyzstan Al	DME	10may01	f/n KJA 03jun01; leased from Komiinteravia 21feb00/31may02
62645	CCCP-65780	Tu-134A	AFL/International	mfd	13nov79	f/n SCW 30nov11; seen SCW jan12/nov13 stored; broken up at SCW 30sep14
62655	CCCP-65689	Tu-134AK	Soviet AF/AFL c/s	mfd	18dec79	line # 54-08; toc 13dec79; rgd 14jan80; f/n HEL 14jan80; Tu-134A-3 by jun92; f/n SVO 14aug92
62672	CCCP-65782	Tu-134A	AFL/Ukraine-KBP	mfd	08dec79	still as Tu-134A-3 BRU 22aug99, but again as Tu-134A SVO 14jan03 and many times later; last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord since early 2008; f/n SVO 10aug09, active; seen ARH 03jun10/18jul17, wfu
62708	CCCP-65783	Tu-134A	AFL/International	mfd	20dec79	line # 54-09; rgd 09jan80; opb 2 ae 354 apob at Chkalovski; f/n Sperenberg 09aug80; converted to stinger-tail (Balkany) after 1986; f/n as such Sperenberg 29feb89
62715	CCCP-65784	Tu-134A	AFL/International	mfd	15jan80	line # 54-10; on charge as of 01jan80; rgd 17jan80; f/n FRA 18may80; carried additional 'Official Olympic Carrier' titles, seen as such NUE 05oct80; converted to a Tu-134A-3; f/n as such DUS 1985; f/n KBP 07sep92
62732	RA-65784	Tu-134A-3	Aeromskovia	ROV	20may11	initially in basic Aeroflot c/s, no titles; f/n as such CGN 23oct93; repainted in Avialiniy Ukrayiny colours; f/n as such VKO 23may94; f/n KBP 19mar97; not in 1997 fleet list
62750	CCCP-65785	Tu-134A	AFL/International	toc	16jan80	opb Ukrayina Aviation Enterprise; initially in white c/s with tail in Ukrainian colours and 'Ukrayina' titles; f/n as such GRZ oct98; repainted in white c/s with 'Ukrainian flag' cheatline and 'Ukrayina' titles; f/n as such EIN 12sep00; f/n KBP 23jun11; canx 10jan12; t/t some 16,000 cycles; stored without registration at KBP, seen feb12/jul14; transported in dismantled condition on three flat-bed trailers from KBP to IEV during the night 29/30nov14; to become an exhibit of the Oleg Antonov State Aviation Museum at Kiev; f/n 25may15/24dec19; f/n oct21
62775	CCCP-65786	Tu-134A	AFL/Urals	mfd	29dec79	line # 55-01; toc 29dec79; rgd 14jan80; f/n HEL 30jan80, carried additional 'Official Olympic Carrier' titles this date; Tu-134A-3 by feb90; f/n SVO 14aug92
62798	CCCP-65787	Tu-134A	AFL/Kazakhstan-ALA	mfd	25jan80	line # 55-02; toc 16jan80; rgd 30jan80; f/n HEL 26jan80; Tu-134A-3 by jul89; f/n SVO 14aug92
62805	CCCP-65690	Tu-134AK	MAP SibNIA	rgd	18jul86	last service for Aeroflot Russian Airlines dec07; opb Aeroflot- Nord since jul08; seen SVO 05jan10 active; f/n ARH 03jun10, wfu
62820	CCCP-65720	Tu-134B	MAP LII Zhukovski	mfd	19feb81	small 'Tsentr-Yug' behind the nose, in basic ex-Aeroflot Russian Airlines c/s; f/n DME 22may12
62835	UP-T3409	Tu-134B-3	Jet Airlines	ALA	29aug12	line # 55-03; opb 70 oitap on / Space Training Centre at Chkalovski; c/s à la Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; f/n SVO 26apr93, c/n not checked this date
	RA-65780	Tu-134B-3	SAAK Stavrop. Avia	ZIA	16aug93	with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 21dec94; f/n in ARZ-412 at ROV 11aug99
	RA-65781	Tu-134B-3	Arkhangelsk Al	SVO	03jul95	no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; f/n CKL 04aug08
	RA-65782	Tu-134B-3	Aeroflot c/s, n/t	CGN	26oct96	c/n confirmed; based at Chkalovski; initially in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge; f/n as such CKL 17aug09; tender for modifications published 24mar10 (still as Tu-134LK in tender); repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/'Tsentr podgotovki kosmonavtov' titles on fuselage; f/n as such CKL 05may10; t/t 5,358 hours and 4,679 cycles by 09jul10; f/n CKL feb20
	RA-65783	Tu-134B-3	Tupolev Aerotrans	ZIA	19aug97	line # 55-04; rgd 30jan80; f/n HEL 26jan80; carried additional 'Official Olympic Carrier' titles in 1980; Tu-134A-3 by apr85; f/n LHR 30jun92
	UR-BYY	Tu-134B-3	ISD Avia, n/t	DXB	02jan01	seen SVO 16may95; dbr when hit by a truck driven by a drunk driver at SVO, exact date unknown (but probably on or just before 31jan97), flown to Minsk overhaul plant and deemed a w/o when the damage was found to be too serious, used for spares and broken up; soc 30dec97; canx 30dec98
	UR-BYY	Tu-134B-3	National Airlines	VKO	10jul04	line # 55-05; toc 08jan80; rgd 24jan80; opb 124 LO Chelyabinskogo OAO; f/n FRA 15apr86 reported for Aviaprima Sochi
	4L-GNA	Tu-134B-3	Georgian Nat'l Al	TBS	12jul05	in basic Aeroflot c/s, no titles; f/n HEL 11sep93; f/n SXF oct93
	UN-65720	Tu-134B-3	SAT Airlines	MHP	28aug07	leased from Chelyabinsk Avia; carried small titles only
	UP-T3409	Tu-134B-3	OMS Shipping	MLE	21mar10	in white c/s with blue fin and 'Chelyabinskoye Aviapredpriyatiye' titles; leased to Enkor 15jun01/31dec04; f/n with additional small 'Enkor' titles on the nose DME 19aug01; f/n operational LED 15aug04; t/t 43,995 hours and 21,536 cycles by 01jan05; canx before aug10; sat wfu at CEK, seen feb09/jun13; scrapped by jan18
	EY-65788	Tu-134A-3	Tajikistan Al	SHJ	dec96	line # 55-06; toc 01feb80; rgd 12feb80; f/n AER 18aug80; f/n DME 20mar93
	EY-65788	Tu-134A-3	SAN Air Company	VKO	22aug97	reported for Kazakhstan Airlines; nose wheel collapsed on landing ALA 21dec93, damage unknown
	EY-65788	Tu-134A-3	Tajikistan Al	SHJ	04jul98	but never had such titles; seen ALA sep99/dec03 in graveyard in Aeroflot c/s, no titles
	EY-65788	Tu-134A-3	Tajikistan Al	RKT	19aug02	line # 55-07; rgd 21feb80; opb 2 ae 354 apob at Chkalovski; personal aircraft of the commander-in-chief of the Unified Armed Forces of the Warsaw Treaty Organisation, Marshall V.G. Kulikov; f/n PRG 22jun80 with stinger-tail (Balkany), probably rgd to the institute to test the Balkany conversion; f/n FRA aug92, in Aeroflot c/s; still 'CCCP-' by 29jun93
						with stinger-tail (Balkany); t/t 3,805 hours and 3,492 cycles by 01jan04; tender for repair and modification published 15apr10; f/n ROV 30apr10
						opb 8 adon at Chkalovski; in basic Rossiya c/s, no titles; f/n CKL 08jun11; seen with additional 'VVS Rossii' titles TSE 03may12; f/n ROV 03oct17, as such; seen MSQ 03feb22, now without titles after overhaul
						line # 55-08 confirmed; the second Tu-134B prototype, in Aeroflot c/s; d/d to Tupolev OKB 17apr81; rgd 10aug81; tested with flight spoilers and in 90 seat configuration, has an additional window ahead of the entry door; f/n as Tu-134B-3 LED 29jun90; f/n ZIA aug92
						operated by the Secret Service but nothing mentioned in any registers; f/n MUC 15sep93
						reportedly returned to Tupolev in late 1995; soc 10jun96
						still in Aeroflot c/s, no titles jan99; f/n ZIA 23aug99, being made operational with engines from Tu-134A RA-65667 (due for retirement); last reported in an incident report at MSQ 29mar00; canx before feb01
						in basic ex Aeroflot c/s, white tail with blue engines; f/n WAW 16mar04
						(Georgia); f/n SIP 30may05; seen in full c/s only jul04, before and after in basic Aeroflot c/s, no titles, with blue engines; reportedly returned to ISD Avia after lease
						c/n confirmed by JP-06; paint scheme applied in steps, full colour tail with basic Aeroflot fuselage, no titles in aug05 and full colours by oct05; f/n VKO 22aug06
						in fleet list jan07, see next line
						bare metal c/s, no prefix; f/n MHP 12may08, still as such
						opb Euro Asia Air; two-tone blue and white c/s with extremely small titles; f/n MHP 16feb09
						opb Euro Asia Air; c/n confirmed by Kazakhstan CAA; two-tone blue and white c/s with extremely small titles
						with additional small Jet Airlines titles by the entry door; f/n ALA 21jun18/09jul19 stored
						line # 55-09; on charge as of 01apr80; rgd 04apr80; f/n ALA 25apr84
						in basic ex Aeroflot c/s with tail logo and Tajik Air titles; Tajik Air was renamed Tajikistan Airlines; f/n BUD 28sep96 with tail logo
						in full c/s with Tajikistan titles
						in basic ex Tajikistan Al c/s with large 'SAN' titles and tail logo, German flag by the wings; f/n ALA nov97
						in full c/s, no titles; f/n ALA 24sep00; in fleet list 30sep00
						in full c/s with Tajikistan titles; used for visa renewal flights between the UAE and Qeshm Island (Iran); f/n RKT 09jul07 as such; in fleet list oct07 still in service; withdrawn from service 27oct07; JSC Tajik Air was

	EY-65788 RT-65001(2) RT-65788	Tu-134A-3 Tu-134A-3 Tu-134A-3	Tajikistan Govt. Tajikistan Govt. Tajikistan Govt.	MSQ LBD ph.	04jun13 19jul16 22jul21	formed 30dec09; l/n MHP 30dec10; seen bare metal MHP 28jun11 prior to overhaul and 04/07jul12, on test flights in red/green and white Government colours with 'Tajikistan' titles; l/n MSQ 05jun13 in red/green and white Government colours with 'Tajikistan' titles; see c/n 42235 in red/green and white Government colours with 'Tajikistan' titles; participated in the MARZ (Border) 2021 exercise
62850	CCCP-65789 EX-65789	Tu-134A Tu-134A-3	AFL/Kyrgyzstan-FRU Kyrgyzstan AI	mfd FRU	01feb80 09may95	line # 55-10; toc 03mar80; rgd 12mar80; f/n PRG 23apr81 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; repainted by apr03 in blue/white c/s, red cheatline with just 'Kyrgyzstan' titles; seen FRU 12nov04 operational; l/n FRU 20may08
63100	CCCP-65790 CCCP-65790 UR-65790 UR-65790 UR-65790	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Ukraine-KBP AFL/Ukraine-CEJ Avialini. Ukrayiny Bukovyna Aviation Aeroflot-Plus	mfd trf VKO VKO SVO	22feb80 unknown 23jul93 20may00 11mar05	l/n KBP 13apr92 l/n MUC 08dec99 converted to Tu-134A-3 by jul01; l/n KBP 29sep02 in old Aeroflot c/s without 'Plus' titles; VIP interior presented to the press at SVO 11mar05; l/n SVO 22nov06; version painted as Tu-134A opb Aero Rent; repainted by apr07 in white/grey c/s with 'wave' in two shades of brown; carried small 'Stroitransgaz' and small 'Aero Rent' titles; l/n ZIA 05mar10 with add 'JetAir group' titles in white/light grey c/s with brown trim, small titles on the nose; l/n VKO 20oct11; scrapped by VARZ-400 at VKO jan12
	RA-65790 RA-65790	Tu-134A Tu-134A-3	Stroitransgaz RusAir	KHV ZIA	15jun07 05mar10	line # 56-02; toc 07mar80; rgd 18mar80; opb 235 OAO; f/n ARN 15sep83 f/n LED 17apr92 as Tu-134A-3 with additional small Aeroflot titles on lower fuselage; l/n FRA apr93 f/n TLV 28apr93; now has the wings of c/n 3352001 and this c/n is even painted on the wings; seen KIV sep10/may19, without titles; no reg visible on later date; canx between 12may15 and 31dec15 line # 56-03; toc mar80; rgd 07apr80; f/n LED 12sep87
63110	CCCP-65791 CCCP-65791 CCCP-65791 ER-65791	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Moldova-KIV Air Moldova Air Moldova	mfd trf FRA rgd	26feb80 03aug84 30may92 29mar94	line # 56-04; toc 08mar80; rgd 02apr80; f/n LED 10jun82; Tu-134A-3 by may91; l/n LED 07sep92
63121	CCCP-65792 RA-65792 RA-65792	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-KZN Aeroflot Samara	mfd KUF trf	27feb80 25apr93 24nov94	f/n VIE 24sep95; operator's certificate revoked 30sep08; l/n KUF 24jan09; current on register nov09; t/t 50,733 hours and 28,521 cycles line # 56-04; toc 08mar80; rgd 02apr80; f/n LED 10jun82; Tu-134A-3 by may91; l/n LED 07sep92
63128	CCCP-65793 RA-65793 RA-65793 RA-65793 RA-65793 RA-65793 RA-65793 RA-65793 RA-65793	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Komi-SCW Aeroflot SAAK Stavrop. Avia Komiavia Samara Komiavia, n/t UTair	mfd SVO lsd trf PRG BAX rgd	18feb80 27aug93 02mar96 22feb94 02mar00 24jul00 03jun03	f/n PRG 21sep97; l/n VKO 23oct99 basic Komiinteravia c/s, leased for one month l/n SVO 27mar02; leased to Aeroflot Russian Airlines, has small 'Aeroflot' titles lsf Komiinteravia since 25dec02; f/n FRU 28jun03; l/n KRR 10jun10 l/n SCW jul12/mar14 stored; broken up by 12nov14
63135	CCCP-65794 RA-65794 RA-65794 RA-65794	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	UTair Express AFL/Centr.Reg.-VOZ Aeroflot Voronezh Avia	VKO mfd SVO trf	17jul10 28feb80 19apr93 01aug94	line # 56-05; toc 14mar80; rgd 31mar80; f/n as Tu-134A-3 LED 17may91; l/n LED 07sep92
	RA-65794 RA-65794	Tu-134A-3 Tu-134A-3	Sirius Aero Polet Aeroflot-Don	VKO VOZ trf	20may00 07jul05 jan07	f/n LCA 17aug97; l/n IST 15jul98 l/n VKO 02sep04; had additional 'Rostov-na-Donu ARZ-412' titles for some time; lsf Voronezh Avia 11feb00/31dec06 in basic Voronezh Avia c/s with 'Polet' titles; additional 'Aeroflot-Don' titles applied last week of aug06 in basic Voronezh Avia c/s with both 'Polet' and 'Aeroflot-Don' titles; f/n SVO 30jan07; l/n VKO 17feb08; ferried ROV-VOZ 26feb08; canx before nov09; t/t 38,726 hours and 22,009 cycles
63145	CCCP-65795	Tu-134A	AFL/Belarus-MSQ	mfd	18mar80	line # 56-06; toc 27mar80; rgd 07apr80; opb 104 LO 2-ogo Minskogo OAO; f/n SXF jun80; w/o 12dec86 on the leg from Prague to Berlin of a flight from Minsk to Berlin when approached the wrong runway (25R instead of 25L) at SXF in bad visibility due to a misunderstanding between ATC and the crew, when the crew realised their mistake on finals they failed to go around but tried to align with the correct runway, the aircraft lost speed, dropped below the glide path, hit trees, crashed in a wood 3 km before the runway threshold and caught fire, all 9 crew and 63 of the 73 passengers killed; t/t 12,658 hours 48 minutes and 8,482 cycles; soc 31dec86 line # 56-07; on charge as of 01apr80; rgd 02apr80; f/n VKO 23apr87
63150	CCCP-65796 RA-65796 RA-65796 RA-65796	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/N.Kavkaz-ROV Aeroflot Donavia Aeroflot-Don	mfd HEL trf rgd	17mar80 17oct92 25nov93 28sep00	f/n STR 23jul95; l/n ROV 11aug99 f/n VKO 04oct00; l/n SVO 06nov05; t/t 45,398 hours and 24,996 cycles; canx 30nov06
63158	CCCP-65797 CCCP-65797 RA-65797	Tu-134AK Tu-134A-3 Tu-134A-3	KGb/Aeroflot c/s KGb/Aeroflot c/s FSB/Aeroflot c/s	mfd Spr Spr	21mar80 may91 19jul93	line # 56-08; rgd 08apr80; f/n Spenenberg 18may81; converted to stinger-tail (Balkany) after 1986 with stinger-tail (Balkany); still carried the prefix 'CCCP-' 29mar93 with stinger-tail (Balkany); opb Border Guards at VKO; trf 'on paper' to Rossiya 25nov93 for insurance reasons; seen in ARZ-407 at MHP 05jul95/13jun99; offered for sale by the Russian privatisation agency 12jan99, but not sold (was probably for Avialinii Ingushetii) stinger-tail removed; 'on paper' still a Rossiya aircraft; opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles
	RA-65797 RA-65797	Tu-134A-3 Tu-134A-3	FSB/Border Guards FSB	VKO trf	02jun01 30jun03	opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles, l/n as such in ARZ-407 at MHP 19may05; last overhaul completed 20nov05; repainted in white/light grey c/s with Belavia-style blue cheatline, no titles; carried '979' on the nose wheel door; f/n as such VKO 22aug06; t/t 4,811 hours by 2007; l/n flying STW 08aug14; CofA expired 12nov14; sat wfu at VKO, l/n aug18; canx between 16feb18 and 22mar18; scrapped at VKO may19
63165	YU-ANE CCCP-65564 CCCP-65564 RA-65564 RA-65564	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Aviogenex MAP Ulyanovsk APK MAP Kom-na-Amu APO Aeroflot c/s, n/t KnAAPO	mfd rgd trf MHP AAQ	13mar80 18jul86 16sep87 06jul95 05jul98	line # 56-09; named 'Novi Sad'; f/n BRU 13apr80; l/n EMA 22sep84; returned to the Soviet Union in 1984 in Aeroflot c/s MAP Komsomolsk-na-Amure APO; f/n DUS 19sep87; in Aeroflot c/s; l/n MSQ 08sep93 reported for Komsomolsk Air in basic Aeroflot c/s with small logo, no titles; last overhaul completed 24mar00; rgd 26mar03; l/n SVO 12aug06
	RA-65564 RA-65564	Tu-134A-3 Tu-134A-3	Aeroflot-Nord KnAAPO	LED rgd	15oct06 29apr08	leased from KnAAPO; in old Aeroflot c/s with 'Aeroflot-Nord' titles; l/n KUF 13jun07 in basic old Aeroflot c/s, no titles; already f/n NNM 09jul07; offered for sale by KnAAPO 24sep07 with t/t 20,710 hours and 9,183 cycles, but could not be sold; CofA expired 13mar09; stored at Komsomolsk-na-Amure-Dzyomgi, seen jul09/jul12; still current on Russian register nov09, but canx before apr16
63173	CCCP-65797 RA-65797	Tu-134A Tu-134A-3	AFL/Privolzhsk-KUF Samara	mfd trf	19mar80 24nov94	line # 56-10; toc mar80; rgd 25apr80; f/n KUF 25apr93 f/n KUF 19may96; l/n DME 02jan08; operator's certificate revoked 30sep08; current on register nov09; t/t 41,592 hours and 23,778 cycles line # 57-01; toc 08apr80; rgd 25apr80; f/n TBS 08apr81
63179	CCCP-65798 65798 4L-65798 4L-65798 4L-65798 4L-AAI RA-65798	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Georgia-TBS Aeroflot c/s, n/t Orbi Georgian Airlines Georgia Georgia East Line	mfd SHJ PRG PRG VIE VKO DME	31mar80 28oct93 08jun94 sep97 09sep99 10jun00 01apr01	f/n AMS 14feb96 as Tu-134A-3 l/n DXB 02apr99 small 'Air Zena' titles on the nose l/n TBS 22aug00; small 'Air Zena' titles on the nose; not in 2001 fleet list rgd 03jul01; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n DME 18aug05
63187	RA-65798 CCCP-65799 YL-LBN UN-65799	Tu-134A-3 Tu-134B Tu-134B-3 Tu-134B-3	Meridian Air AFL/Latvia-RIX Latavia Kazakh Government	SVX mfd rgd PRG	22jun06 30apr80 23sep92 mar99	l/n ZIA 12aug12; broken up at Zhukovski by jan13 line # 57-02; toc 07may80; rgd 02jun80; photo exists RIX mid 1980s f/n RIX 09sep93 and 04jul94, wfu; was used as an anti-terrorist trainer; canx 20nov97 l/n TSE 07sep02; reported converted by Kazair West to 36 seat VIP aircraft 22oct01 and rented to Chevron/Texaco for one year starting 31oct02
63195	UN-65799 UP-73402 CCCP-65691 CCCP-65691 RA-65691 RA-65691 RA-65691 RA-65691 RA-65691	Tu-134B-3 Tu-134B-3 Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Kazair West Kazair West Soviet Gvt/AFL c/s AFL/N.Kavkaz-VOG Aeroflot Volga Tatarstan Aeromskovia RusAir	ALA ALA mfd trf VOG trf rgd no trf	20nov02 07may09 29apr80 21aug84 30aug93 22feb94 27aug01 reports mar11	l/n ALA may08 l/n ALA 25jan11/06nov12, parked and scrapped early 2013; fuselage still present in two pieces 25mar13 line # 57-03; f/t 07may80; toc 07may80; rgd 22may80; opb 235 OAO f/n Eberswalde-Finow may91 f/n VOG 11aug99, in basic Aeroflot c/s, no titles Tu-134A-3 since when?; in all-white c/s; f/n KZN 31oct01; l/n AAQ 09aug09; stored from oct09 painted-out titles still recognisable by apr11 in all-white c/s with logo on fin, no titles; f/n DME 04apr11; l/n VKT 20jun11; w/o 20jun11 on a flight from Moscow-DME to Petrozavodsk-Besovets when deviated from the glide path in below-minima weather conditions, failed to go around, hit trees 1,200 metres before the runway threshold and 270 metres to the right of its extended centreline, continued for 510 metres, crashed on a highway junction 690 metres south of the runway (N61.867776 E34.147696), broke up and burnt out, 8 of the 9 crew and 39 of the 43 passengers killed
63207	CCCP-65980 RA-65980 RA-65980 RF-94296	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	mfd Kln Kln ROV	24apr80 06may94 20aug06 19dec16	line # 57-04; rgd 08may80; f/n Spenenberg 26may80; converted to stinger-tail (Balkany) prototype; f/f as such 20feb86; l/n Spenenberg 28jan88 with stinger-tail (Balkany); opb 978 vtap PVO at Klin; l/n Klin 20aug01 with stinger-tail (Balkany); in basic Aeroflot c/s, no titles; l/n CKL 30oct15; painted as just 'Tu-134A' with stinger-tail (Balkany); in white c/s with blue cheatline and engines, grey undersides and tail with Russian flag; painted as just 'Tu-134A' and 'KVTA' on the nose wheel-door; l/n Moscow region 2021
63215	CCCP-65692 YL-LBB	Tu-134B Tu-134B-3	AFL/Latvia-RIX Baltija	mfd rgd	26may80 09mar93	line # 57-05; toc 29may80; rgd 09jun80; f/n LED 04sep81; l/n SXF 24sep89 f/n BOH 20may93, arrived in primer c/s for painting; f/n in red/ white c/s BOH 28may93; d/d ex Filton 27oct93; canx 03aug95; l/n RIX aug96, stored after collapse of Baltija Bank; seen ZIA feb97 VIP-configured; owned by an oligarch who had it operated by various airlines (see lines below); already f/n SVO 26may97; l/n SVO 22aug97, still in basic Baltija c/s stylised 'ALT' tail logo; l/n VKO 22aug03
	RA-65692 RA-65692 RA-65692 RA-65692	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Insat Aero, n/t ShaNS-Air, n/t S-Air Aerotrans, n/t	KJA DXB trf VKO	jan01 05mar04 15mar06 24jun06	still in same c/s as in 2001 with 'ALT' tail logo; l/n VKO 18aug05 arrived at ARZ-407 at Minsk for overhaul 15mar06; still in operator's certificate apr07, see below in white/blue/black executive c/s with tail logo; l/n ROV 19aug12
63221	CCCP-65693 CCCP-65693 YL-LBC	Tu-134B Tu-134B-3 Tu-134B-3	AFL/Latvia AFL/Latvia Latavio	mfd SVO rgd	24may80 20aug92 21dec92	line # 57-06; toc 28may80; rgd 09jun80; opb Rizhski OAO; f/n SVO 29aug88 opb Rizhski OAO; l/n HEL 15apr90 f/n SVO 19mar93

	YL-LBC	Tu-134B-3	Yuganskneftegaz	SVO	18apr93	leased by Latavio to the Yugansk Oil and Gas Company; f/n SVO 18apr93, still without titles; f/n with titles KUF 25apr93; canx 14mar94
	YL-LBC	Tu-134B-3	Harco Air	rgd	26apr94	in full c/s; f/n RIX 11sep94; ferried PRG-RIX oct94 after lease
	YL-LBC	Tu-134B-3	Latavio	RIX	11may95	in basic Aeroflot c/s, no titles
	RA-65693	Tu-134B-3	Aviaenergo	rgd	11apr96	was already f/n RIX 25jan96; canx 22apr96
	RA-65693	Tu-134B-3	Air Vita	rgd	30may96	in VIP configuration; f/n VVO 12aug96
	RA-65693	Tu-134B-3	ALLA	ZIA	23aug97	
				ZIA	may98	opb Air Vita and used by Alla Pugachova, the most famous Russian pop-singer, in 1998/99 - ALLA stands for her; seen HRK 28jun98 with additional 'Nescafé Classic' and other advertising on the forward fuselage and 'AV' (Air Vita) on the fin
	RA-65693	Tu-134B-3	Aviaenergo	SVO	16aug99	l/n SVO 26feb00
	RA-65693	Tu-134B-3	Alrosa	rgd	17aug00	initially VIP version for 28 passengers; f/n LED 11aug01; new CoFR issued 03sep08; excluded from the operator's certificate of Mirny Aviation Enterprise 18may09; t/t 24,730 hours and 14,891 cycles by 01jan10; re-converted to standard 73 passenger configuration in 2010 (reflow after overhaul aug10); new CoFRs issued 10may11 and 01jun17; last scheduled flight 20may19 (this was the last scheduled commercial flight by a Tu-134); ferried from MJZ to OVB 22may19 (last flight); CoFA expired 24may19; canx 01sep20; preserved at OVB, seen jul19/feb22; will be preserved in Muzei istorii aviacii (Aviation History Museum) at OVB; l/n OVB jul24
63235	CCCP-65694	Tu-134B	AFL/Latvia	mfd	31mar80	line # 57-07; toc 24may80; rgd 09jun80; opb 280 LO 1-go Rzhzhskogo OAO
	CCCP-65694	Tu-134B-3	AFL/Latvia	SVO	11sep92	opb 280 LO 1-go Rzhzhskogo OAO
	YL-LBD	Tu-134B-3	Latavio	rgd	21dec92	in basic Aeroflot c/s, no titles; f/n RIX 25may93; stored at RIX, seen sep94/sep97, cannibalised; canx 16sep97
	UN-65694	Tu-134B-3	Bristow Helicop.	no	reports	reportedly leased to Bristow Helicopters Kazakhstan in spring 1998/2000, confirmation welcome
	RA-65694	Tu-134B-3	Aeroflot	rgd	12mar01	leased from Torginvest; f/n SVO 14aug01; l/n DME 22jul07, still in the old c/s
	RA-65694	Tu-134B-3	AirUnion	lsd	20jul07	from Leasing Motors; in full c/s, no subtitles; f/n OVB 13aug07; t/t 25,739 hours and 15,305 cycles by 01jan10; CoFA expired 18sep08; new CoFR issued 28jan10 (again to Leasing Motors); canx after aug10; sat wfu on the grass at DME, seen aug09/aug14; seen dismantled at DME 03dec14 and transported on flat-bed trailers to the 'Aviapark' shopping centre at Moscow-Khodynka, seen there outside 05dec14/28mar15
	no reg	Tu-134B-3	INTEKO	Kho	04aug15	in dark blue c/s with the inscription 'Lainer - Dom na Khodynke' on the nose, an 'INTEKO' and a 'Magistrat' logo on the fin and buildings in various colours plus the phone number '495)5445530' on the fuselage; used as a sales office by the INTEKO construction company which built the 'Lainer' (liner) apartment complex at Khodynka; l/n complete 30aug19, the empennage was removed by 14dec19, l/n as such 15feb20, and engines and wings were removed by early apr20; bought by Albatros-Aero in autumn 2020 and transported to Kaluga-Oreshkovo during the night 09/10nov20, seen there still without wings, empennage and engines 12dec20; seen 12jun21, same condition; seen 21aug21, wings attached but tail plane still separate; l/n oct21, complete
63245	CCCP-65977	Tu-134AK	KGB/Border Guards	rgd	22jul80	line # 57-08; VIP aircraft; in Aeroflot c/s
	CCCP-65977	Tu-134AK	Soviet Gvt/AFL c/s	trf	27feb85	opb 235 OAO
	CCCP-65977	Tu-134A-3	AFL/Uzbekistan-TAS	trf	21mar85	rgd 02apr85; opb 219 LO; VIP aircraft, used by the Uzbek leadership (but not by Uzbek leader Sharaf Rashidov, who had committed suicide 31oct83 according to some reports); converted to a 'plain' Tu-134A by ARZ-407
	CCCP-65977	Tu-134A-3	AFL/Komi-SCW	trf	04nov85	opb 75 LO, f/n LED 17sep86; seen again as Tu-134A-3 SVO 10apr91; l/n SVO 16apr92
	RA-65977	Tu-134A-3	Aeroflot	RJK	20nov92	f/n SVO aug98; l/n VKO 27aug02, see next line
	RA-65977	Tu-134A-3	Komiinteravia	trf	22feb94	lsf Komiinteravia; f/n VKO 27jun03; l/n DME 24aug03
	RA-65977	Tu-134A-3	Utair	lsd	24mar02	f/n SVO 27aug04
	RA-65977	Tu-134A-3	Komiinteravia	rgd	14may04	lsf Komiinteravia; l/n AAQ 25jul10
	RA-65977	Tu-134A-3	Utair	VKO	03jul05	l/n NNM 29aug13
	RA-65977	Tu-134A-3	Utair Express	ROV	07oct10	in full Utair Express c/s with additional Katekavia titles; reported re-named Azur Air 11feb14; l/n KJA 30sep15 still in Utair colours; scrapped KJA 16sep17
	RA-65977	Tu-134A-3	Katekavia	KJA	feb14	line # 57-09; f/n Spenberg 07aug80; converted to stinger-tail (Balkany) after 1986, f/n as such Spenberg 10feb87
63250	CCCP-65981	Tu-134AK	Soviet AF/AFL c/s	rgd	11jun80	personal aircraft of the commander of the Far Eastern Military District, opb 257 osap at Khabarovsk-Bolshoi; in basic Aeroflot c/s with grey tail, Russian flag and without titles, pennant of the commander of the Far Eastern MD behind cockpit; l/n OVB 14sep08; dbr 26mar09 on take-off from Dolinsk-Sokol (Sakhalin) at dusk during heavy snowfall when veered off the runway (which had not been duly cleaned from snow) to the left and collided with a snow-mound (1.2 metres high), the nose gear broke off and the main gears collapsed, all occupants escaped unhurt; l/n Dolinsk-Sokol nov09/may13; no longer visible on Google Earth by jul21
	RA-65981	Tu-134AK	Russian Air Force	KIn	1998	line # 57-10; had East German Air Force serial 119 allocated
63260	DM-SDP	Tu-134AK	EGAF/Interflug c/s	rgd	06jun80	f/n ORY 22oct81; departed SXF 02jul90 on delivery to, see below
	DDR-SDP	Tu-134AK	EGAF/Interflug c/s	rgd	30sep81	f/n SGN 30aug91; operational nov98; seen SGN (N10.818997 E106.67042) mar99/apr14 stored; used for tug-driver training by VAECO; l/n SGN 01dec23/oct24 in very faded c/s
	VN-A132	Tu-134AK	Vietnam Airlines	rgd	02jul90	line # 58-01; toc 22jun80; rgd 18jul80; opb Rizhski OAO; f/n LED sep87
63285	CCCP-65695	Tu-134B	AFL/Latvia	mfd	16jun80	f/n RIX 10sep93
	CCCP-65695	Tu-134B-3	AFL/Latvia	SVO	10apr91	in white c/s with dark blue top of fuselage and green trim; rgd only 03aug95; l/n RIX 05apr02
	YL-LBE	Tu-134B-3	Latavio	rgd	20oct92	still carried 'BE' on the fin; l/n FJR 19apr04
	YL-LBE	Tu-134B-3	LAT Charter	RIX	11may95	l/n AYT 01aug04; possibly to 3C- in 2005, but still in JP-07
	UN-65695	Tu-134B-3	UTAGE	JNB	29nov03	owned by OOO 'Ladya'; possibly trf or rgd 01sep06; in all-white c/s, initially no titles or logo; l/n a such SVO 23sep07; received a small logo on the nose; f/n as such SVO 28mar08; new CoFR issued 26aug09; t/t 29,520 hours and 17,007 cycles by 01jan11; l/n with logo MHP 28may11; f/n without logo SVO 22sep11
	UN-65695	Tu-134B-3	GST Aero	CTT	24may04	in all-white c/s with a very small logo on the nose; l/n KUF 07jan12; l/n MHP 03may12
	RA-65576	Tu-134B-3	RusAir	MHP	28aug07	no new CoFR issued; in all-white c/s with tiny titles on the nose; named 'Aleksandr Fedorchenko' after the flight engineer of Tu-134A-3 RA-65691 which had crashed at Petrozavodsk 20jun11; l/n GOJ 13may15; offered by Atlas-Jet for charter in 45 passenger configuration
	RA-65576	Tu-134B-3	JetAir	rgd	16nov11	no new CoFR issued, in all-white c/s, no titles; still named 'Aleksandr Fedorchenko'; l/n VKO sep15
	RA-65576	Tu-134B-3	Tsentr-Yug	UCT	14jun12	no new CoFR issued, possibly trf 10jan16; in all-white c/s, no titles; named 'Aleksandr Fedorchenko'; l/n operational VKO 19jul17; CoFA expired 31aug17; sat wfu at VKO, seen apr18/jun19; canx 07jul20; scrapped at VKO sep20
	RA-65576	Tu-134B-3	RusJet	TJM	07jun15	line # 58-02; toc 25jun80; rgd 18jul80; f/n VKO 11aug80; l/n SVO 16may91
	RA-65576	Tu-134B-3	Kosmos	ZIA	10jun16	f/n RIX 09sep93; canx 14dec93
63295	CCCP-65696	Tu-134B	AFL/Latvia-RIX	mfd	19jun80	f/n BOH 19jan94; in blue/white c/s with green trim; rgd 23aug95 to Tehinservice; l/n RIX 22aug96; canx 05feb97
	YL-LBF	Tu-134B-3	Latavio	rgd	23sep92	l/n VKO 20aug99; basic LAT Charter c/s, no titles; operated for Sukhumi Airlines
	YL-LBF	Tu-134B-3	LAT Charter	rgd	15dec93	l/n VKO 02jun01, no titles
	4L-AAD	Tu-134B-3	Adjarian Airlines	VKO	16apr97	in full c/s (initially retained blue top from Lat Charter c/s) with 'h' in the English titles (Daghestan Airlines) on the starboard side; f/n VKO 21jun02; l/n MRV 19aug11, active; seen MCX jun13/may15, stored; moved 08sep15 from the airport to a new site on the Perekrvysj federal highway, to be preserved; seen MCX 11aug17 preserved on a high display plinth; l/n dec21
	4L-AAD	Tu-134B-3	LAT Charter c/s	VKO	22jul00	line # 58-03; mfd also given as 30jun80; toc 04jul80; rgd 22jul80; opb 235 OAO; f/n HEL 29nov80
	RA-65579	Tu-134B-3	Avialin. Dagestana	rgd	05oct01	f/n SVO 11may91 Tu-134A-3; l/n SVO 11sep92
63307	CCCP-65697	Tu-134A	Soviet AF/AFL c/s	mfd	16jun80	f/n SVO 27aug07; last AFL flight 29dec07; offered for sale 14apr08 with t/t 43,022 hours; sold 16may08; l/n SVO 07sep08; reported broken up SVO in 2009
	CCCP-65697	Tu-134A	AFL/International	trf	10may84	line # 58-04; rgd 23sep80; f/n Spenberg 14jun82; converted to stinger-tail (Balkany) after 1986 and f/n as such Spenberg nov90
	RA-65697	Tu-134A-3	Aeroflot Rus. AI	HEL	21nov92	with stinger-tail (Balkany); opb 2 ae 354 apon 8 adon at CKL; new CoFR issued 28apr94; wfu 23apr98, with t/t 3,981 hours and 3,043 cycles; sat wfu at CKL (still with 'Aeroflot' titles), seen aug12/jul18; donated to the Russian Air Force museum at Monino in 2021; some parts arrived in the museum by 29sep21 and the fuselage arrived 03mar22; still on register 11mar22; will be assembled in spring 2022
63315	CCCP-65982	Tu-134AK	Soviet AF/AFL c/s	mfd	20jun80	line # 58-05; toc 03jul80; rgd 22jul80; opb 280 LO Rzhzhskogo OAO; photo at IP 1980; dbr 06jan81 on a positioning flight from Sukhumi to Sochi when the crew deviated from the approach pattern, the aircraft came in too high, the flaps and the landing gear were extended too late, the aircraft touched down at a speed of 275 km/h with locked brakes, the tyres burst and the aircraft veered off the runway to the right, suffering structural damage, no casualties; t/t 1,416 hours and 901 cycles; soc and canx 05feb81; the cockpit section was cut off the wreck and flown to Riga in an An-12, displayed in the Latvijas Aviacijas Tehnikas Muzejs in Riga, seen early 2005/06jun19
	RA-65982	Tu-134A-3	Russian AF/AFL c/s	ALA	22apr93	line # 58-06; toc 04jul80; rgd 29jul80; opb 280 LO 1-go Rzhzhskogo OAO; f/n VKO 11aug80; opb Syktyvskarski OAO
63325	CCCP-65698	Tu-134B	AFL/Latvia-RIX	mfd	28jun80	opb 280 LO 1-go Rzhzhskogo OAO
						opb 280 LO 1-go Rzhzhskogo OAO; soc 28jul92 as to Latvia
						in basic Aeroflot c/s; f/n HEL 13dec92; canx 14mar94
63333	CCCP-65699	Tu-134B	AFL/Latvia	mfd	30jun80	leased from LAT Charter; in basic Aeroflot c/s; l/n operational RIX 11sep94; returned to RIX after the lease in 1994; stored at RIX, seen jan96/jul96
	CCCP-65699	Tu-134B	AFL/Komi	trf	01jun87	initially in basic Aeroflot c/s with a small 'LAT Charter' logo; l/n as such RIX 22sep97; repainted in white/dark blue c/s with green trim, with titles; f/n as such PMI mar98; l/n RIX 05apr02
	CCCP-65699	Tu-134B	AFL/Latvia	HEL	16sep87	reported by Air-Britain
	CCCP-65699	Tu-134B-3	AFL/Latvia	trf	05aug92	c/n confirmed by the Sudanese CAA; named 'Sudan'; initially in basic LAT Charter c/s with a red/white 'Marsland' logo on the fin; l/n as such SHJ 06dec03; f/n with 'Marsland' titles JUB 16may06; l/n in its old colours KRT 07aug06; repainted in red/white c/s (similar to LAT Charter) with titles and logo; f/n as such KRT 19aug06; l/n as such UYL 11nov07; c/s amended on the nose; f/n as such KRT 17sep10; l/n KRT 17jan11
	YL-LBG	Tu-134B-3	Latavio	rgd	26nov92	in white c/s with blue fin; 'Dove Air' titles and logo were painted on in a Sudan Airways hangar at KRT 02jun11; l/n KRT 28mar16/mar23, stored
	YL-LBG	Tu-134B-3	LAT Charter	rgd	19apr94	
	YL-LBG	Tu-134B-3	Harco Air	RIX	17may94	
	YL-LBG	Tu-134B-3	LAT Charter	RIX	22sep97	
	UN-65699	Tu-134B-3	Marsland	KRT	14jan03	
	ST-MRS	Tu-134B-3	Marsland	SHJ	06dec03	
	ST-MRS	Tu-134B-3	Dove Air	KRT	02jun11	

63340	CCCP-65700(1) CCCP-65700(1) YL-LBH YL-LBH 4L-AAB RA-65569 no reg RA-65569	Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	AFL/Latvia-RIX Latavio Latavio LAT Charter Charter titles Aviaexpresscruise Aviaexpresscruise Avialin. Dagestana	mfd HEL rgd BOH VKO VKO rgd	30jun80 16dec92 21dec92 18oct93 16apr97 23jul99 02jun01 23aug02	line # 58-07; toc 04jul80; rgd 29jul80; f/n SNN 15nov84; l/n SIP 1991; see c/n 03564783 f/n HEL 10jan93; canx 17sep93 in overall-green/blue c/s; l/n RIX 22aug96 in basic LAT Charter c/s; operated for Sukhumi Airlines; l/n VKO 22aug99 f/n VKO 23oct99; l/n VKO 22mar01 in basic LAT Charter c/s; canx 30sep01 in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; f/n VKO 06may03; stored at ROV, seen nov04/jun06 in full Dagestan c/s with own titles; still in Dagestan fleet list 28nov07; l/n MRV 21aug08 in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; seen LED 25dec10; seen MRV aug12/2018, stored; canx 14sep19; still visible on GE 31aug22 line # 58-08; f/n Spenberg 01dec80; converted to stinger-tail (Balkany) after 1986 f/n TAT 05jan99; l/n VKO 06jun99; last reported Anapa-Vityazevo 06jul99 in an incident report f/n SVO 09mar04; t/t 15,096 hours and 8,452 cycles as of jan10; l/n GOJ oct10; canx before apr16 line # 58-09; toc 30dec80; rgd 15jan81; opb 235 OAO at VKO opb military unit 2450; in Aeroflot c/s; f/n VKO 30aug88; converted to a Tu-134A-3 by 27mar92; l/n KBP 13apr92 opb military unit 1462 at Chashnikov/SVO; officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; initially in Aeroflot c/s; l/n as such MHP 13jun99; repainted in Rossiya c/s; f/n as such VKO 16aug01 opb military unit 83475 at Moscow; carried a Border Guards badge near the forward entry door when seen jun04, see line above; l/n VKO 18aug05; offered for sale by the Russian privatisation agency sep05 and sold 11oct05 VIP aircraft for 32 passengers; in white c/s with 3 thin black cheatlines, small titles on the nose only; named 'Svetlana'; last overhaul completed 11aug06; offered for sale may09; t/t 7,529 hours and 3,930 cycles by 01jan10; rgd 02feb10 to Rosdorzling, still leased to Sirius-Aero; l/n wfu GOJ 29oct16/19apr18; canx 11nov19; a video is available, was used for a fire drill and evacuation sep/oct19 line # 58-10; toc 08aug80; rgd 22aug80; in Aeroflot c/s with blue tail; f/n VKO 11aug80; photo SVX apr88, still with blue tail and as Tu-134B-3; l/n FRA 07mar92, in standard c/s rgd 14oct92 !; CoFA AMS 20jul93 gave registration date 20nov92 !; l/n RIX 22aug96; canx 30aug96 f/n CDG dec96; l/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 l/sd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; l/n VKO 16jun07 small sticker only; l/n GOJ 11feb08 f/n GOJ 16jan09, small RusJet sticker, port side only above the nose undercarriage; l/n GOJ 06oct13; broken up at GOJ jul14 line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Spenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Spenberg aug91; l/n Spenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/2021, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81 with Azerbaijan flag l/n BAK 23sep01; not on Azerbaijan register 20nov03; l/n GYD mar05, derelict line # 59-06; toc 04oct80; rgd 20oct80; f/n RIX 05sep81; l/n MST 21mar92, arrived for painting departed after painting f/n FRA 04nov92; was stored at RIX, seen jul97/apr02; stored with registration on the wings only at GME since around 2003, l/n aug06/may08; photo ROV 2009 wfu, minus tail and other parts; l/n ROV 03mar10 as such line # 59-07; toc 20nov80; rgd 10dec80; opb 235 OAO; f/n HEL 25may81 with additional small 'Aeroflot' titles below the cheatline; l/n FRA 24apr93 f/n FRA 14aug93 still in basic ex-Aeroflot c/s, white tail, see late rgd; l/n FRA nov94 as such; repainted into full colours; wfu by apr03 but still in reasonable condition, l/n KIV aug12/feb15 (N46.934121 E28.925135); canx between 12may15 and 31dec15 line # 59-08; toc 21oct80; rgd 10nov80 f/n DME 26sep91 with large 'Azarbaycan' titles, in basic ex-Aeroflot c/s; l/n ZRH 31jan92 l/n BAK feb03/mar03, wfu/stored; not on Azerbaijan register 20nov03 line # 59-09; probably directly re-registered to, see next line; f/n HRE 1980, on delivery ? personal aircraft of Mozambican president Samora Machel; l/n RTM 06oct83; w/o 19oct86 when crashed near Nelspruit (South Africa), an inadvertent selection of the Matsapa VOR frequency had caused the crew to execute a premature 37 degree turn (although the pilot queried the turn, no effort was made to verify it by using the available navigational aids), the aircraft descended below the 3,000 feet limit in spite of not having visual contact with Maputo (the crew erroneously assumed a power failure at Maputo), a 32 second GPWS warning was ignored and the aircraft collided with the ground at 2,187 feet in the Lebombo mountains at Mbuzini in eastern Transvaal (now Mpumalanga), bounced and crashed into an uphill slope, the aircraft broke up and caught fire, eight out of nine crew and 26 of the 36 passengers (among them Samora Machel) killed; t/t 1,040 hours and 565 cycles line # 59-10; f/n Spenberg 29oct81; converted to stinger-tail (Balkany) after 1986, f/n as such and as Tu-134A-3 Spenberg sep92; canx from Russian register only 12mar01 ! with stinger-tail (Balkany) with stinger-tail (Balkany) c/n confirmed; with additional 'AHY' titles; initially still with stinger-tail (Balkany); seen BAK 16may96 with 'Azerbaijan' titles; not on Azerbaijani register 20nov03; stinger-tail removed by 2005; seen GYD sep05 with 'Azerbaijan' titles and l/n as such MHP 09sep09; last overhaul completed apr10; seen MHP 09apr10 again with 'Azerbaijan' titles; l/n CKL 11dec10; seen stored Baku Qala jul18/may23 line # 60-01; rgd 14jan81; opb 2 ae 354 apn 8 adon at CKL; f/n Spenberg 20feb82; converted to stinger-tail (Balkany) after 1986; l/n Tököl 05aug89 with stinger-tail (Balkany); based at CKL; f/n as a Tu-134A-3 AER 14jul05; l/n in standard Aeroflot c/s CKL 18aug10; f/n with 'VVS Rossi' titles on fin in addition to the 'Aeroflot' titles CKL 29sep11; l/n CKL 13aug12; overhauled by RZGA No. 412 from 10apr13, t/t 5,915 hours and 5,348 cycles by then with stinger-tail (Balkany); in c/s similar to Rossiya, no titles; l/n Rostov na Donu Tsentralny 2021 line # 60-02; toc 15jan81; rgd 29jan81 f/n AER aug83; l/n KBP 13apr92 with Azerbaijan flag, Tu-134B-3 this date with Azerbaijan flag with Azerbaijan flag engineless, wfu; reported for Azerbaijan Airlines line # 60-03; toc 10dec80; rgd 16jan81 f/n SVO 11jun90 seen BAK may96/may03, stored engineless; not on Azerbaijan register 20nov03; still in JP-05 line # 60-04; toc 14dec80; rgd 16jan81; f/n RIX 05sep81 photo exists at IST, with 'Azarbaycan' titles and additional 'AZAL' on engine, small 'Aeroflot' titles under blue cheatline, with blue rear fuselage extending up the back of the tail, no dash in the registration again with AL- prefix ! with 'Azarbaycan' titles; seen DME apr94 with additional 'AHY' titles and 'Azal' logo on its tail; l/n BAK feb03/may03, seemed wfu/stored; not on Azerbaijan register 20nov03; still in JP-05 line # 60-05; rgd 14jan81; f/n Spenberg 04mar81; converted to stinger-tail (Balkany) after 1986, f/n as such and as Tu-134A-3 Spenberg 11mar91; l/n Spenberg 15oct92 with stinger-tail (Balkany); dbr 21may08 whilst being parked at Chkalovski when was rammed by a KrAZ fuel bowser, damaging the lower fuselage in front of the wing; seen CKL may10/17jul18 still as such line # 60-06; toc 07jan81; rgd 29jan81; f/n LED 01sep88; seen SVO 08apr91 as Tu-134B-3; l/n HEL 19jul92
63350	CCCP-65983 RA-65983 RA-65983 RA-65983 RA-65983 CCCP-65978 CCCP-65978	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134AK Tu-134AK	Soviet AF/AFL c/s Russian AF/AFL c/s Permtransavia Gazpromavia Avianordservis ZAO Yamal Soviet Gvt/AFL c/s KGB/Border Guards	mfd MHP lsd rgd rgd mfd trf	25jul80 05jul95 04nov96 31mar98 22jan04 28jul04 06nov80 mar82	
63357	RA-65978 RA-65978	Tu-134A-3 Tu-134A-3	FSB/Border Guards FSB Sirius Aero	VKO trf VKO	27apr93 30jun03 jan07	
63365	CCCP-65701 YL-LBI YL-LBI RA-65701 RA-65701 RA-65701 RA-65701	Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	AFL/Latvia-RIX Latavio Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet	mfd SNN rgd rgd VKO trf	31jul80 07sep92 02sep96 16nov01 29mar07 29jun07 jun08	
63375	CCCP-65702 CCCP-65702 65702 4K-65702	Tu-134B Tu-134B Tu-134B Tu-134B-3	AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al Azerbaijan Al	mfd trf BAK LED	14aug80 11feb82 08dec92 25oct94	
63383	CCCP-65703 CCCP-65703 4K-65703	Tu-134B Tu-134B Tu-134B-3	AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al	mfd trf	28aug80 20jul82 23sep93	
63400	CCCP-65984	Tu-134AK	Soviet AF/AFL c/s	mfd	30aug80	
63410	RA-65984 CCCP-65704 CCCP-65704 CCCP-65704 YL-LBJ 4K-65704 CCCP-65705 CCCP-65705 65705 4K-65705	Tu-134A-3 Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B Tu-134B Tu-134B Tu-134B-3 Tu-134B-3	Russian AF/AFL c/s AFL/Latvia-RIX Ensor Air, n/t Latavio Latavio Azerbaijan Al AFL/Latvia-RIX AFL/Azerbaijan-BAK Aeroflot Azerbaijan Al	CKL toc PRG HEL rgd IST mfd trf BAK BAK	24aug95 24sep80 02aug92 14oct92 21dec92 08jan00 23sep80 14may82 10dec92 13apr94	
63425	CCCP-65706 CCCP-65706 YL-LBK	Tu-134B Tu-134B Tu-134B-3	AFL/Latvia-RIX Baltic Internat. Baltic Internat.	mfd mfd rgd	25sep80 27mar92 03nov92	
63435	CCCP-65707 CCCP-65707 CCCP-65707 ER-65707	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Moldova-KIV Air Moldova Air Moldova	mfd trf FRA rgd	21oct80 31aug84 18jul92 31mar94	
63447	CCCP-65708 CCCP-65708 CCCP-65708 CCCP-65708 AL-65708 65708 4K-65708 63457 C9-CAA	Tu-134B Tu-134B Tu-134B Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134AK Tu-134AK	AFL/Latvia AFL/GosNII GA AFL/Latvia AFL/Azerbaijan-BAK Azerbaijan Gvt Azerbaijan Al Azerbaijan Al Mozambique Govt. Mozambique Govt.	mfd trf trf trf ZRH BAK DME mfd CAI	14oct80 08dec82 30aug83 15nov83 30jan92 08dec92 16aug97 19oct80 26may81	
63468	CCCP-65985 65985 4K-65985 4K-65496	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet AF/AFL c/s Azerbaijan Gvt Azerbaijan Gvt Azerbaijan Gvt	rgd BAK BAK BAK	14jan81 08dec92 13apr94 16may96	
63475	CCCP-65986 RA-65986	Tu-134AK Tu-134AK	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd CKL	14nov80 03sep93	
63484	RA-65986 CCCP-65709 CCCP-65709 65709 4K-65709 CCCP-65710 CCCP-65710 4K-65710	Tu-134AK Tu-134B Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B Tu-134B Tu-134B-3	Russian Air Force AFL/Latvia-RIX AFL/Azerbaijan-BAK Aeroflot Aeroflot c/s, n/t AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al	ROV mfd trf BAK BAK mfd trf MHP	19nov14 23dec80 30dec81 11dec92 17may96 29nov80 15oct82 09sep93	
63490	CCCP-65711 CCCP-65711 4K-65711	Tu-134B Tu-134B Tu-134B-3	AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Gvt	mfd trf HEL	30nov80 26nov83 07jul92	
63505	CCCP-65987 RA-65987	Tu-134AK Tu-134A-3	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd HEL	16dec80 09mar93	
63515	CCCP-65712 CCCP-65712	Tu-134B Tu-134B-3	AFL/Latvia-RIX Latavio	mfd HEL	30dec80 04oct92	

	YL-LBL 4K-65712 RA-65712 4K-65712	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Latavio Azerbaijan AI not noted Azerbaijan AI	rgd ALP VKO BAK	15dec92 16sep97 17jun99 24aug03	f/n HEL 20dec92; l/n RIX 22aug96; canx 28may97 l/n ALP 18nov97 still in basic Latavio c/s current on register 02dec02 ! repainted in white/grey c/s with blue cheatline and trim, now with 'Azerbaijan' titles and 'AZAL' logo on fin; named 'Aghdam'; seen GYD dec08/oct09, wfu; scrapped at GYD in 2010, seen 15sep10 with wings and tail cut off
63520	CCCP-65713 CCCP-65713 65713 4K-65713	Tu-134B Tu-134B Tu-134B-3 Tu-134B-3	AFL/Latvia-RIX AFL/Azerbaijan-BAK Aeroflot Azerbaijan AI	mfd trf BAK VKO	09dec80 27jan83 08dec92 16jul93	line # 60-07; toc 07jan81; rgd 29jan81; transferred to the Ulyanovsk Training Centre 11nov82, but still on charge of the Latvian directorate as of 01jan83; f/n SVO 29aug81; see c/n 9351101
63527	CCCP-65714 CCCP-65714 65714 4K-65714	Tu-134B Tu-134B Tu-134B Tu-134B-3	AFL/Latvia-RIX AFL/Azerbaijan-BAK Aeroflot Azerbaijan AI	mfd trf BAK MHP	30dec80 31dec81 10dec92 10jul94	in new blue c/s with Azerbaijan titles and named 'Astar' GOJ 26apr07; l/n GYD 16oct09, stored and sep10/feb12 in the scrapping area (N40.459801 E50.065820); l/n jul16 in primer c/s, without registration line # 60-08; rgd 29jan81; on charge as of 01apr81; f/n RIX 05sep81
63536	CCCP-65715 CCCP-65715 CCCP-65715 YL-LBM YL-LBM 4L-AAC RA-65715	Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	AFL/Latvia AFL/Latvia Baltic Internat. Baltic Internat. no titles Sukhumi Airlines Alosa	mfd SVO SNN rgd FRA VKO rgd	18dec80 18may91 09apr92 15nov92 16dec94 24aug97 06dec00	initially carried 'Azerbaycan' titles, seen as such may96/1998; repainted in white/grey c/s with blue cheatline and trim, now with 'Azerbaijan' titles and 'AZAL' logo on fin; named 'Sheki'; f/n as such TBS 09sep05; seen wfu at GYD jan09/oct09; in the scrapping area by sep10; l/n dec11/feb12; by feb14 in the process of being assembled in the village of Gyaladuz Guba, to become a Restaurant, with the fuselage forward of the tail already in place, the wings and tail to follow in due course although this never happened and frame was derelict perched on pillars on valley side (N41.356781 E48.463923) line # 60-09; mfd also given as 06feb81; rgd 28apr81; on charge as of 01jul81; opb 280 LO 1-go Rizhskogo OAO; f/n LED 04sep88 opb 280 LO 1-go Rizhskogo OAO l/n FRA 29aug92; trf to Latvia 27sep92 in white c/s with red tail, with titles; f/n FRA 23nov92; l/n FRA 08jul94; canx 15dec94 as to Latavio in white c/s with red tail; stored at RIX, seen jun95/aug96 in white c/s with red tail, no titles; l/n VKO 01jul98 in full c/s; f/n IKT 06jun01; CoFA expired 18jun10; excluded from the operator's certificate 09jul10; canx between aug10 and mar16; sat wfu at MJZ, l/n 28oct16; reportedly scrapped at MJZ in 2017 line # 60-10; rgd 13feb81; f/n Spenberg 25feb83; converted to stinger-tail (Balkany) after 1986; f/n as such and as Tu-134A-3 Spenberg 03jul93; still 'CCCP- 08jul93 overflow from nearby air base; with stinger-tail (Balkany); seen wfu at CKL aug05; its starboard wing was removed 24oct07 to be used for the repair of Tu-134AK RA-65573; l/n CKL 13aug12 complete line # 61-01; in full MALEV c/s; ICAO Cat II aircraft; CoFA issued 03feb81 at Kharkov factory; rgd 03feb81; d/d 13feb81; named 'LbPapa' (a Hungarian given name, but not worn); officially h/o to MALEV 28dec87 converted to Tu-134A-3 feb88; last flight 09feb94; dbr 22feb94 after a cockpit fire whilst on maintenance at Budapest; stored for spares and finally broken up between 10jan97 and 24jan97; canx 15jan97 line # 61-02; in full MALEV c/s; ICAO Cat II aircraft and sometimes used on MALEV flights for crew practice; rgd 03feb81; d/d 17feb81; named 'LbRomeo/Robi' (a Hungarian given name, but not worn); first service 06apr81 BUD-SOF-MUC-BUD; officially h/o to MALEV 28dec87; last government flight 18jul94 CGN- BUD converted to Tu-134A-3 feb88; still used on government flights until 1994; last service 31dec97 to Warsaw and last flight 08jan98 was a joyflight over Budapest; canx 09jul98 and delivered to Minsk same day not taken up, directly sold as, see below f/n VKO 21aug99; l/n DME 17oct10; wfu before may11; stored at SGC, last reported may11; moved and preserved at the Lebyazhye shooting range of the Russian MVD near Surgut; visible on GE jul12 (N61.37996292 E73.20449066); photo 16jun14 line # 61-03; toc sep81; rgd only 07jul82; in Aeroflot c/s; f/n SVO 29apr84
63550	CCCP-65988 RA-65988	Tu-134AK Tu-134A-3	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd ROV	04jan81 14may96	
63560	HA-LBP HA-LBP	Tu-134A Tu-134A	Hungarian Gvt MALÉV	mfd d/d	04jan81 01jan88	
63580	HA-LBR EW-65943 RA-65943	Tu-134A Tu-134A-3 Tu-134A-3	Hungarian Gvt Lukoil Kolavia	mfd rgd rgd	08jan81 09jul98 09jul99	
63595	CCCP-65716 CCCP-65716 CCCP-65716 CCCP-65716 RA-65716 RA-65716 RA-65716 RA-65716 CCCP-65989	Tu-134B Tu-134B Tu-134B Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134AK	AFL/GosNII GA AFL/Azerbaijan-BAK AFL/Latvia-RIX AFL/Komi-SCW Komiavia Komiinteravia UTair UTair Express Soviet AF/AFL c/s	mfd trf trf trf LED SCW VKO mfd	02feb81 04apr85 unknown 04apr86 22feb94 14apr99 29jun05 31jul10 12feb81	the last Riga Tu-134B transferred to Syktyvkar; l/n SVO 18may91 as Tu-134B-3 f/n SCW 11jun94, Aeroflot c/s and titles l/n SVO 06nov03; l/n SVO 29jun04 lsf Komiinteravia; l/n VKO 04jun10 l/n SCW jan12/mar14, stored; broken up by oct14 line # 61-04; rgd 15jun81; f/n CGN 26nov81; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89 with stinger-tail (Balkany); version as such in Register, but painted just as Tu-134A; based at CKL; l/n CKL 13aug12, still with 'Aeroflot' titles; overhauled by RZGA No. 412 from 31oct12, t/t 5,809 hours and 4,821 cycles by then in c/s similar to Rossiya, with 'VVS Rossii' titles on tail; version still painted as Tu-134A; l/n CKL mar21 line # 61-05; opb 70 oitap on / Space Training Centre at Chkalovski; c/s as per Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; l/n SVO 19mar93, c/n not checked this date no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1998), tactical code on nose-gear doors only; last overhaul completed 25feb00; l/n CKL 04aug08 c/n confirmed; in the same c/s as above based at Chkalovski; repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/Tsentr podgotovki kosmonavtov' titles on fuselage; t/t 4,692 hours and 4,020 cycles by 09jul10; l/n VKO 03jul22 line # 61-06; rgd 18mar81; in Aeroflot c/s; f/n VKO 23apr89; l/n VKO 15may93 in Aeroflot c/s leased from NPO "Energiya"; in white/light grey c/s with titles and a red/blue logo on the fin; l/n VKO 23apr97, see next line in 34 passenger configuration; f/n VKO aug97 in white/light grey c/s with blue/white/red cheatline and blue fin, with large 'Kosmos' titles and additional small 'Energiya' titles on the left side only; new CoFRs issued 08oct13, 05may17 and 14dec17; CoFA expired 18oct17; canx 29jan19; sat wfu at VKO, seen nov20; scrapped at VKO oct21 line # 61-07; toc 18mar81; rgd 27mar81; opb 235 OAO; f/n HEL 25jul81 seen PRG 05may89 as Tu-134A-3; l/n SVO 14aug92 last overhaul completed 29jul04; undertook the last flight of an Aeroflot Russian Airlines Tu-134 31dec07 (UFA-SVO); offered for sale 14apr08 with t/t 40,612 hours, but obviously not sold; CoFA expired 20apr08; l/n SVO 05aug08; canx 22dec08 as wfu; t/t 40,612 hours and 19,976 cycles; last flight 28apr09 (to RIX); since preserved in the Latvijas Aviācijas Tehnikas Muzejs in Riga, which later moved to new premises on the west side of the airport (N56.918903 E23.959503); l/n apr22 line # 61-08; rgd 18may81; on charge as of 01jul81; VIP aircraft, operated for the government of the Ukrainian Soviet Republic; l/n KBP 13apr92 f/n KBP 16jul93 l/n BUD 18nov97 all-silver c/s, no titles; arrived for painting opb Ukraina Aviation Enterprise; at MHP 12may08, bare metal; seen LWO 28may09, full c/s; canx mar16; seen KBP 24may16/04oct19, stored line # 61-09; toc 25apr81; rgd 25may81; f/n ALA 22apr84
63605	RA-65989 RA-65989 "03" red "03" blue RF-65151 RF-65151	Tu-134A-3 Tu-134A-3 Tu-134LK2 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet Air Force Russian Air Force Roscosmos Russian Air Force Roscosmos	CKL mfd CKL CKL	05aug00 21may14 25feb81 19aug01 17aug09 09may10	
63637	CCCP-65719 RA-65719 RA-65719 RA-65719 RA-65719	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A-3	MOM NPO "Energiya" NPO "Energiya" Korsar Kosmos Kosmos	mfd VKO VKO trf AAQ	25feb81 02sep93 24jan94 20jul95 12dec06	
63657	CCCP-65717 CCCP-65717 RA-65717	Tu-134A Tu-134A Tu-134A-3	Soviet Gvt/AFL c/s AFL/International Aeroflot Rus. AI	mfd trf HEL	06mar81 12apr84 14nov92	
63668	CCCP-65718 UR-65718 UR-65718 65718 UR-65718	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Ukraine-KBP Avialini. Ukrayiny Ukraine Government Ukraine Government Ukraine Government	mfd rgd PRG MST MST	31mar81 21jan93 03feb97 10jan99 04apr99	
63684	CCCP-65900 UN-65900 UN-65900 UN-65900 UN-65900 UP-73401 CCCP-65990	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134AK	AFL/Kazakhstan-ALA Kazair Air Kazakhstan Kazair West Samal Air Samal Air Soviet AF/AFL c/s	mfd FRA trf ALA URC ALA mfd	16apr81 25may93 26sep96 03aug98 mid07 15oct08 10mar81	
63690	RA-65990 RA-65990 RA-65990 RF-65990 RF-65990	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Russian MVD/VV Russian MVD/VV Russian MVD/VV Russian MVD/VV Rosgvardiya	trf TXL LED rgd trf	1992 16jun00 22aug07 17may06 05apr16	
63700	CCCP-65099 RA-65099 RA-65099 RA-65099 RA-65099 RA-65099 RA-65099	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MRP NPO "Vzlyot" NPO "Vzlyot" Aeroflot c/s, n/t Stol. Bank Sbere. Yermolino Airlines Airlines 400 Sirius Aero	mfd ZIA AMS EIN RTM SOF rgd	03apr81 03may94 19nov94 19dec94 01jul99 aug03 14apr03	
63720	CCCP-65726 RA-65726 RA-65726	Tu-134AK Tu-134AK Tu-134AK	MOM NPO "Energiya" MOM NPO "Energiya" MOM NPO "Energiya"	mfd VKO GVA	31mar81 16jul93 05may95	line # 61-10; rgd 14jul81; opb 2 ae 354 apon 8 adon at Chkalovski; was assigned as the personal aircraft of the C-in-C of the Armed Forces of the Warsaw Treaty Organisation, Marshal V.G. Kulikov, but was operated on behalf of the Soviet MVD/VV almost right from the start; f/n Spenberg 12jan82; l/n 27apr93 opb 3 osae on at Chkalovski opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline, no titles; seen MHP 28feb01; canx 13mar01 but obviously restored; l/n CKL 22aug05 wrong prefix painted on, see rgd date below; opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; l/n KBP 15oct07 opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n in RZGA No. 412 at ROV 27jun08; l/n in RZGA No. 412 at ROV 11dec15 opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n CKL 20apr17; l/n aug22 location unknown line # 62-01; rgd 28apr81; in Aeroflot c/s; f/n VKO 14jun86; l/n VKO 16aug92 in Aeroflot c/s arrived EIN 09dec94 for painting departed after painting; 'Stolichny bank sberezeni' means 'Capitol Bank of Savings', l/n as such nov95; titles removed by feb96; l/n VIE 10apr97 in all-white c/s, no titles; last overhaul completed 02jun99; l/n LCA 06nov02 lsf Kapital i Zdaniye 01feb02/01feb04; rgd 03jun02 VIP aircraft; small titles and logo on nose only; f/n IKT 16aug03; Tu-134A-3 by jul06; l/n GOJ 23feb08; offered for sale 05nov08 with t/t 8,336 hours and 4,381 cycles, was under rework at ARZ-407 at that time; seen MHP 28jan12, all-white c/s, no titles; l/n GOJ 05jul16; canx 11nov19 line # 62-02; rgd 13apr81; VKO 23apr89 in Aeroflot c/s; still CCCP- 15may93 l/n TKU 25nov93, no titles

	RA-65726 RA-65726	Tu-134AK Tu-134AK	Kosmos Kosmos	trf VKO	20jul95 06aug99	f/n SVO 23apr97, no titles Tu-134A-3 by feb04; seen MHP 12may08, bare metal; full c/s again by oct08; seen VKO 27apr19 now with small 'Roskosmos' titles in Cyrillic; l/n ARH 20mar20 active; reported in storage since oct20; canx 30apr21 line # 62-03; rgd 15may81; on charge as of 01jul81 opb 219 LO; mentioned in an incident report at TAS 16jun87; f/n LED 13sep87 opb 75 LO; Tu-134A-3 by may91; l/n LED 06sep92
63731	CCCP-65901 CCCP-65901 CCCP-65901 RA-65901 RA-65901 RA-65901 RA-65901 RA-65901 RA-65901	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Privolzhsk AFL/Uzbekistan-TAS AFL/Komi Aeroflot Komiavia Komiinteravia UTair UTair Express	mfd trf trf SVO trf SVO VKO ROV	08apr81 27sep81 10feb88 19mar93 22feb94 13mar00 25may05 15sep10	seen in ARZ-407 22apr98, with blue tail l/n LED 05sep04 Isf Komiinteravia; l/n VKO 19may10 l/n active TJM 30sep11; seen SCW dec11/aug13 stored; broken up bu 17sep14
63742	CCCP-65902 CCCP-65902 CCCP-65902 RA-65902 RA-65902 RA-65902 RA-65902 RA-65902 RA-65902 RA-65902	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/North Kavkaz AFL/Uzbekistan-TAS AFL/Komi Aeroflot Komiavia Komiavia c/s, n/t Komiinteravia Komiavia UTair UTair Express	mfd trf trf LED trf SVO NNM SVO rgd AAQ	24apr81 08oct81 09apr88 16jun93 22feb94 15may02 autum02 15dec02 30jan03 22jul10	line # 62-04; rgd 25may81; on charge as of 01jul81 opb 219 LO; f/n TAS 23mar84; mentioned in an incident report at TAS 26aug87 opb 75 LO; f/n LED 22sep91 as Tu-134A-3; l/n LED 06sep92 f/n SVO aug98; l/n SVO 21apr02 l/n SVO 31aug02; leased to Aeroflot Russian Airlines ? l/n DME 07apr03 leased from Komiinteravia from 25dec02; f/n VKO 27jun03; l/n VKO 04jul09 owned by UTair Express by 2009; l/n VKO 19feb11; seen SCW may11/aug13 stored; broken up at SCW aug14 line # 62-05; toc 08may81; rgd 19may81; opb 235 OAO; f/n HEL 25sep81
63750	CCCP-65903 CCCP-65903 CCCP-65903 RA-65903 RA-65903 RA-65903	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/N. Kavkaz-ASF AFL/N. Kavkaz-VOG Aeroflot Volga Airlines RusLine	mfd trf trf VOG trf rgd	29apr81 21sep84 1987 31aug93 22feb94 23oct03	f/n IST 13jan97; l/n DME 18oct02; seen ZIA 22/23aug03, titles not reported f/n KUF 07jul04; painted as just Tu-134A; seen GOJ oct11/may12, stored engineless; scrappe GOJ, tail only remained by 25jun12
63757	CCCP-63757 "01" red RA-63757	Tu-134AK Tu-134AK Tu-134AK	Soviet Navy Russian Navy Russian Navy	VVO TV	18apr97 feb02	line # 62-06; converted to stinger-tail (Balkany) after 1986; received overt military markings but date (ie, before or after conversion) and tactical code unknown stinger-tail (Balkany); c/n not confirmed; red lightning bolt scheme, no designation painted on nose; parked with "02" black c/n 73550795 on the same ramp which had a Russian Navy flag opb 71 otae at Knevlchi; carried additional code "01" blue on nose wheel door; in basic Aeroflot c/s with additional blue 'lightning bolt' pinstripe and white underside of extreme nose, tapered blue nacelle stripes (patterned on those of red/white 'Balkany's' and hence indicative of previous full military markings); Russian Navy flag behind the cockpit and 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on fuselage; registration without dash and in non-standard condensed font by feb02; seen may06 with 'different nose'; seen VVO 18aug07 with dash in registration; l/n ROV 13mar12 as such opb 71 otae at Knevlchi; carried additional code "01" blue, still with Russian Navy flag behind the cockpit and fuselage; 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on fuselage; seen ROV 06dec13 with additional 'MA VMF Rossii' titles on tail; l/n VVO 30apr21
63761	CCCP-63761 "25" red RA-65573	Tu-134AK Tu-134AK Tu-134AK	Soviet AF/AFL c/s Soviet Air Force Russian Air Force	i/s Kub MHP	29jul81 1983 19may05	line # 62-07; f/n Spereberg 15sep81 line # 62-07; already wearing the red/white c/s with 'lightning bolt' pinstripe on nose and white underside of extreme nose and tapered red nacelle stripes which later became typical of Tu-134 "Balkany's" in full military markings, however, this c/s inspired by East German AF Tu-134AKs appeared in 1982, ie, after this aircraft was built; converted after 1986 to stinger-tail (Balkany); later (around 1990) based at Spereberg; departed to Rostov-na-Donu-Tsentralny 01sep94; subsequently based CKL; l/n CKL jul03 in ARZ-407; c/n from JP-07; with stinger-tail (Balkany); opb 223 lo at Chkalovski; in basic Aeroflot c/s but with blue engine nacelles and rear fuselage, no titles; damaged 10aug07 on the last leg of a flight from Krasnoyarsk via Tyumen and Tomsk to VKO when landed with the brakes of the left main gear locked and skidded off the runway, making a 180-degree turn, the right main gear was ripped off and the fuel tanks in the right wing damaged, 7 tonnes of fuel spilt but no fire broke out, all 11 crew and 14 passengers escaped unhurt; transported to VARZ-400 18aug07; repaired with the right wing of Tu-134A-3 RA-65988 oct/nov07; seen ROV 27jun08 in ARZ-412; f/n active again CKL 19feb09; l/n Akhtubinsk 15mar12; seen CKL 13aug12 with additional 'VVS Rossii' titles on tail; seen Simferopol 10apr14, with titles painted out; l/n ROV (RZGA No. 412) 14oct16 for overhaul
	RF-65573	Tu-134A-3	Russian Air Force	ROV	23oct17	still with stinger tail and in new c/s with large 'St. Petersburg' titles on the fuselage and 'VVS Rossii' titles on the blue tail and (sub)type painted on as given and carried code "02" red on the nose wheel door; seen Levashovo sep20 now with 'VKS Rossii' titles; l/n active 27jun23 location unknown
63769	CCCP-63769 ? "10" red "10" blue RA-63769 "10" blue RF-90914 RF-90914	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force Russian Air Force SpetsTransServis Russian Air Force Russian Air Force Russian Air Force	no OVB HTA IKT CKL SVX ROV	reports 20apr93 23sep04 08jun09 jul09 04aug12 14jun16	c/n not confirmed; in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe; l/n OVB 02jul03 c/n not checked this date c/n not confirmed; in white/grey c/s with standard blue and lower thin red cheatline, blue trim on engine nacelles and fin, Red Star on fin; c/n only featured in tender held 18may07 in flight plan, but no sightings; c/n not checked and SVX 23oct10; c/n from russianplanes.net; in white/grey c/s with standard blue and lower thin red cheatline, blue trim on engine nacelles and fin, Red Star on fin, l/n SVX 16mar12 in white/grey c/s with standard blue and lower thin red cheatline blue trim on engine nacelles and fin, Red Star on fin; also carried code "10" blue and 'VVS Rossii' titles; l/n SVX 16jul15 in silver c/s with blue undersides and tail, wavy cheatlines in the c/s of the Russian flag, Russian flag on the fin, also carried code "10" red (outlined in white) on the engine and nose-wheel door; seen ROV (RZGA No. 412) 27sep16; l/n SVX 14aug23
63775	CCCP-63775 "35" red RA-63775 RF-90789	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	no Kln Lev MHP	reports 1999 19aug03 may14	line # 62-09; c/n in official documents by 12jul83; converted after 1986 to stinger-tail (Balkany) stinger-tail (Balkany); Leningrad Defence District Commander's aircraft; in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe below cheatline, red stripes on engine nacelles; l/n Levashovo 10jun01 stinger-tail (Balkany); wears "35" blue on nose gear doors; in white/grey c/s with blue cheatline and blue engine nacelles, Russian flag on tail and with large 'Sankt-Peterburg' titles; l/n Voronezh-Baltimor nov12 stinger-tail (Balkany); wears "35" blue on nose gear doors; in white/grey c/s with blue cheatline and blue engine nacelles, Russian flag on tail and with large 'Sankt-Peterburg' titles and additional small 'VVS Rossii' titles on tail; seen Kubinka 08apr15, now coded "01" blue; l/n over Moscow 07may22
63780	CCCP-63780 ? "100" red "100" blue RF-66000	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Soviet Navy Russian Navy Russian Navy Russian Navy	no Akc ph. ROV	reports 14aug96 < oct05 06nov13	line # 62-10; c/n in official documents by 12jul83 with stinger-tail (Balkany); in white/grey c/s with red cheatline and 'lightning-bolt', red/white-striped rudder; c/n not checked this date with stinger-tail (Balkany); photo also 11sep07; personal aircraft of the commander of the Northern Fleet, based at Severomorsk; in white/grey c/s with blue cheatline and 'lightning-bolt' pin-stripe below cheatline, blue stripes on engine nacelles, blue/white-striped rudder, admiral's pennant and Cyrillic 'KSF' (abbreviation for Northern Fleet) titles behind the cockpit, Russian flag on fin; l/n ROV 18aug12; overhauled by RZGA No. 412 from 28may12, t/t 3,746 hours and 2,825 cycles by then with stinger-tail (Balkany); in similar c/s with blue cheatline and 'lightning-bolt' pin-stripe below cheatline, white underside of extreme nose, blue stripes on engine nacelles, blue/white-striped rudder; l/n in RZGA No. 412 at ROV 12nov13; photo may17 with code "100" blue on the nose-wheel doors and with 'Severnaya Flot Rossii' titles, admiral's pennant and 'MA VMF Rossii' on the fin; l/n ARH 2021
63820	CCCP-63820 ? "01" red	Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force	no Htc	reports 14may06	line # 63-01; c/n in official documents by 05mar81; with stinger-tail (Balkany) with stinger-tail (Balkany); in white/grey c/s with standard red and lower thin red cheatline, red trim on engine nacelles, Red Star on fin; tender for conversion into a passenger aircraft with 45 seats published 30oct08, but did not attract any bidder; l/n Chita-Cherjomushki apr14, stored in very faded colours and broken up since
63825	CCCP-65996 CCCP-65996 RA-65996	Tu-134AK Tu-134AK Tu-134AK	Soviet Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	mfd LED rgd	20nov81 30jul90 28apr94	line # 63-02; c/n in official documents by 30dec82; (Balkany) ? stinger-tail (Balkany); rgd 25feb91; l/n SVX 20apr93 stinger-tail (Balkany); l/n VKO 04may94; in 223 LO fleet list mar95; seen CKL 22aug05 with blue cheatline and engines, no titles; l/n CKL 25jun10; seen CKL 13aug12 in the same c/s with 'VVS Rossii' titles on the fin; titles removed by apr14; underwent overhaul at MZGA-407 in 2016, repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides f/n MHP 02nov16; received a large chin radar during overhaul in Minsk 2019/2020; l/n LED jan22
63832	CCCP-63832 RA-63832	Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force	no CKL	reports apr03	line # 63-03; c/n in official documents by 30dec82; with stinger-tail (Balkany) with stinger-tail (Balkany); carried also code "02" blue; personal aircraft of the commander of the 40th Army, opb 535 osap at Rostov-na-Donu-Tsentralny; initially in white/grey c/s with red standard and red thin lower cheatline, red trim on the engine nacelles and Red Star on fin, carried Cyrillic 'SKVO' (abbreviation for North Caucasian Military District) titles; l/n as such CKL apr03; repainted in white/grey c/s with blue standard and red thin lower cheatline, blue trim on engine nacelles and fin, Red Star on fin, no titles but carried an 'SKVO' badge behind the cockpit; f/n 2005; named 'Rostov-na-Donu' probably around 2005, f/n as such as such MRV Rostov-na-Donu-Tsentralny 26may07; l/n Rostov-na-Donu-Tsentralny 18apr11
	RF-66008	Tu-134AK	Russian Air Force	Roc	25may11	with stinger-tail (Balkany); carried also code "02" blue; personal aircraft of the commander of the 40th Army, opb 4 AvGr 6972 AvB at Rostov-na-Donu-Tsentralny; in white/grey c/s with blue standard and red thin lower cheatline, blue trim on engine nacelles and fin, 'VVS Rossii' titles and Russian star on fin; l/n with the name 'Rostov-na-Donu' Rostov-na-Donu-Tsentralny 28jun11; f/n without name Rostov-na-Donu-Tsentralny 17jul11; l/n AAQ 04sep12; overhauled by RZGA No. 412 from 12dec12, t/t 5,540 hours and 5,689 cycles by then; l/n 2021, location withheld
63838	"05" red	Tu-134AK	Russian Navy	photo		line # 63-08; in documents with this c/n; with stinger-tail (Balkany); personal aircraft of the commander of the Black Sea Fleet, probably opb 917 osap at Kacha; in standard civil c/s with red cheatline, Russian Navy flag behind cockpit and Russian flag applied over Red Star on fin; w/o 10jul06 on take-off from Simferopol-Gvardeiskoye when the left engine caught fire as a result of bird-strike, the take-off was aborted when the

63845	CCCP-65991	Tu-134AK	Soviet AF/AFL c/s	rgd	20jul82	aircraft had reached an altitude of 1.5 metres, overran the runway, broke apart and burnt out, 3 crew injured while all other 26 occupants (among them the C-in-C of the Russian Navy, Admiral Vladimir Masorin) escaped unhurt; the Russian media widely reported the accident giving the c/n as 63875 line # 63-04; f/n Spenberg 10jun87; converted to stinger-tail (Balkany) after 1986, f/n as such Spr 10jun89; l/n CKL 04jun92
	RA-65991	Tu-134AK	Russian AF/AFL c/s	Akc	14aug96	with stinger-tail (Balkany); l/n ZIA 17aug01; canx 13mar01, reportedly as destroyed
	RA-65991	Tu-134A-3	Russian Air Force	CKL	14aug06	with stinger-tail (Balkany); opb GLITs outlet at Chkalovskaya; in basic Rossiya c/s without titles, 'GLITs' badge behind cockpit l/n CKL Jun11
	RF-95951	Tu-134A-3	Russian Air Force	CKL	01jul11	with stinger-tail (Balkany); opb GLITs outlet at Chkalovskaya; in basic Rossiya c/s without titles, 'GLITs' badge behind cockpit; l/n CKL 19jul13; photo MHP mar15, with large 'GLITs Im. V.P. Chkalova' titles and GLITs badge behind cockpit; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag; l/n CKL 2021
63850	CCCP-65992	Tu-134AK	Soviet AF/AFL c/s	mfd	26nov81	line # 63-05; rgd 20jul82; was already f/n Spenberg 09feb82; converted to stinger-tail (Balkany) after 1986 and f/n as such Marxwalde 09sep88; l/n Krzywa, Poland, 31aug91
	RA-65992	Tu-134AK	Russian AF/AFL c/s	CKL	08aug99	stinger-tail (Balkany); l/n CKL 23jun11 active, still with Aeroflot titles and additional 'VVS Rossii' titles on the tail
	RF-65992	Tu-134AK	Russian Air Force	CKL	25jul11	stinger-tail (Balkany); still with Aeroflot titles and additional 'VVS Rossii' titles on tail; l/n MHP jan15
	RA-65992	Tu-134A-3	Russian Air Force	CKL	feb17	stinger-tail (Balkany); in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides, no titles; l/n TLV 27apr21
63860	CCCP-65993	Tu-134AK	Soviet AF/AFL c/s	rgd	20jul82	line # 63-06; f/n Eberswalde-Finow 07apr83
	"993" black	Tu-134AK	Soviet Air Force	LHR	05oct88	in flight plan as CCCP-65993
	CCCP-65993	Tu-134AK	Soviet AF/AFL c/s	BRU	04may93	converted to stinger-tail (Balkany); still CCCP- 04may93; canx 12jan01 reportedly as destroyed but see next lines
	4L-65993	Tu-134AK	Georgian Air Force	TBS	17jun97	l/n TBS 17apr01; stinger-tail (Balkany)
	4L-AAJ	Tu-134A-3	Tbilaviamsheni	TBS	31may03	stinger-tail removed, marked Tu-134A-3'; with old Georgian flag; seen with additional 'Georgia' titles WAW 21apr04 and with new Georgian flag; l/n TBS 14sep06; still in fleet list nov06
	4L-EUR	Tu-134A	EuroLine	rgd	05aug08	f/n HRK 12sep08; seen DXB 31jan09 with just www.avia.ge titles and type as such painted on the nose; company renamed Georgian International Airlines feb10; l/n TBS jun12/feb17, still with www.avia.ge titles
63870	CCCP-65908	Tu-134AK	MRP NPO "Vzlyot"	mfd	22jan82	line # 63-07; rgd 09mar82; in Aeroflot c/s; on photo with the nose of a missile instead of the 'glass' nose; f/n VKO 19aug92
	RA-65908	Tu-134AK	MRP NPO "Vzlyot"	ZIA	01sep93	in basic Aeroflot c/s, no titles
	RA-65908	Tu-134AK	VAP Group	PRG	01jul95	leased from Elf Air; l/n AAQ 05jul98
	RA-65908	Tu-134AK	Aviazapchast'	GVA	02may99	l/n VKO 01jul01
	RA-65908	Tu-134AK	Yermolino Airlines	VKO	02aug02	l/n DXB 02nov02; rgd 15nov02 to VAP Aviation Group
	RA-65908	Tu-134AK	Antex-Polyus	VKO	06may03	Isf VAP Aviation Group 31jul02/31dec03; l/n VKO 23aug03
	RA-65908	Tu-134AK	RusAir	TSE	15jun04	presented to the press 24jun04 in VIP configuration; in white c/s with green, red and blue bands; t/t 7,365 hours and 3,610 cycles by 01jan11; l/n DME 29aug11
	RA-65908	Tu-134AK	Jet Air Group	trf	sep11	ferried LED-Zhukovski 02dec11, probably last flight; CofA valid until 04jan12; l/n ZIA 12aug12; canx before apr16
63900	CCCP-63900 ?	Tu-134AK	Soviet Navy	no	reports	line # 63-09; c/n in official documents by 20oct84
	"101" blue	Tu-134A-3	Russian Navy	KGD	28jul06	with stinger-tail (Balkany); the personal aircraft of the commander of the Baltic Fleet; based at Khrabrovo; overhauled by ARZ-407 at Minsk; in white/grey c/s with grey fin, blue 'lightning-bolt' cheatline and blue stripes on the engine nacelles; l/n Chelyabinsk-Shagol aug14
	RF-66003	Tu-134A-3	Russian Navy	Kub	24mar16	with stinger-tail (Balkany); also carried code "101" blue on the nose-wheel door and 'MA VMF Rossii' titles on the tail; is the personal aircraft of the commander of the Baltic Fleet; opb 72 AvB at Chernyakhovsk; in white/grey c/s with grey fin, blue 'lightning-bolt' cheatline and blue stripes on the engine nacelles; l/n as such 19jun20; code removed from the nosewheel door by mid 2020 and large 'Baltiiskii Flot' (Baltic Fleet) titles added on the fuselage; l/n 20jun23, intercepted by the RAF on QRA from Estonia
63950	not known	Tu-134AK	Soviet Air Force	no	reports	c/n not confirmed; in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe; l/n SVX 06jul03
	"05" red	Tu-134AK	Russian Air Force	SVX	20apr94	c/n not confirmed but very likely; with stinger-tail (Balkany); carried code "05" red on nose wheel door; named 'Yekaterinburg'; in white/grey c/s with red 'lightning bolt' cheatline; 'Uralskoye obyedineniye VVS i PVO' badge on nose; l/n SVX 08jul08
	RA-63950	Tu-134AK	Russian Air Force	CKl	08nov08	c/n not confirmed but very likely; with stinger-tail (Balkany); carried code "03" blue on nose wheel door; in white/light grey c/s with blue cheatline and 'lightning bolt' on nose, 'Uralskoye obyedineniye VVS i PVO' badge on nose; initially named 'Yekaterinburg'; l/n as such Kryazh 25nov08; became the new personal aircraft of the commander of the Far Eastern Military District after the accident of Tu-134AK RA-65981 26mar09; f/n apr10; seen Khabarovsk-Bolshoi nov10; l/n ROV 25aug14
	RF-66053	Tu-134AK	Russian Air Force	ROV	22aug15	overhauled by RZGA No. 412, in white/light grey c/s with blue cheatline and 'lightning bolt' on nose, also carried "53" blue on the nose wheel door; still with stinger-tail (Balkany); l/n KHV 2021
63952	DDR-SDS	Tu-134AK	EGAF/Interflug c/s	mfd	18mar82	line # 63-11 confirmed; allocated but not taken up
	184	Tu-134AK	East German AF	rgd	26mar82	used call-sign Y4-184; l/n ZRH 09sep90
	11+11	Tu-134AK	German Air Force	rgd	03oct90	and seen Neuhausen 23may91
	9A-ADL	Tu-134AK	RPL Arpts Rijeka	rgd	16dec92	registration not taken up but applied to the aircraft nevertheless
	11+11	Tu-134AK	ex German AF	SVO	04jul93	gone by 27aug93
	RA-65566	Tu-134AK	Aeroflot Rus. AI	toc	01jul93	f/n BKA 02sep93, on overhaul; last service for Aeroflot Russian Airlines 31dec07; opb Aeroflot-Don since 28jun08; l/n VKO 06sep08; offered for sale nov08
	RA-65566	Tu-134A-3	RusAir	LED	25jul09	in basic new Aeroflot c/s with small titles; l/n PEE 03apr10
	RA-65566	Tu-134A-3	Kosmos	VKO	01jul10	Kosmos is the brand of RSC 'Energiya'; in basic new Aeroflot c/s with titles; l/n OVb 10sep11; canx oct11
63953	CCCP-65904	Tu-134AK	Soviet Gvt/AFL c/s	mfd	12jul82	line # 63-12; toc 12jul82; rgd 28jul82; opb 235 OAO; with Tatra-M HF suite; f/n ORY 02oct85; f/n as Tu-134A-3 CGN jun89 in Aeroflot colours with blue tail; l/n BKA 08apr93
	RA-65904	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	16may93	in Aeroflot c/s with grey tail; l/n VKO 10jun94
	RA-65904	Tu-134A-3	Rossiya	trf	22jul94	f/n VKO 01jul95; in basic Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; l/n GVA 31may97; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides; l/n VKO 26jun13; canx before apr16
63955	CCCP-63955	Tu-134AK	Soviet Air Force	mfd	06apr82	line # 63-13; opb 1 ae 50 asop at Lipki (near Minsk); converted to stinger-tail (Balkany) after 1986; photo as such in Polish magazine jan93
	EW-63955	Tu-134AK	Belarus Government	Mma	09jul94	with stinger-tail (Balkany); l/n Minsk-Machulishchi 18aug97
	RA-65571	Tu-134A-3	Sibaviatrans	rgd	18jul02	last overhaul completed 02jul02; stinger-tail removed, but stub still present; f/n OVb 02jul03; l/n KHV 21oct08; operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; offered for sale by Sberbank 17dec08 with t/t 7,799 hours; stored at KJA, l/n oct09; sold to Roman A. Sudakov of Krasnoyarsk 09jun11; broken up may14
63957	CCCP-63957	Tu-134AK	Soviet Air Force	no	reports	line # 63-14; i/s before 20dec82; converted to stinger-tail (Balkany) after 1986
	"01" yellow	Tu-134A-3	Ukraine Air Force	KBP	29aug93	with stinger-tail (Balkany); l/n BRU 14sep95
	UAF-63957	Tu-134A-3	Ukraine Air Force	KBP	03jul96	with stinger-tail (Balkany); l/n LCA 06oct97
	63957	Tu-134A-3	Ukraine Air Force	BRU	03dec97	with stinger-tail (Balkany); l/n KBP 31may02
	UR-63957	Tu-134A-3	Ukraine Air Force		12feb03	at Valkeburg, Holland; with stinger-tail (Balkany); l/n WAW 16apr04
	63957	Tu-134A-3	Ukraine Air Force	WAW	31aug04	with stinger-tail (Balkany); l/n KBP 25jun12; to Mykolayiv-Kulbakino 13aug12 for repainting into new grey c/s; f/n Mykolayiv-Kulbakino 04sep12 with Ukrainian Armed Forces titles; l/n KBP 18dec19, active;
63960	CCCP-63960	Tu-134AK	Soviet Air Force	mfd	22apr82	line # 63-15; converted to stinger-tail (Balkany) after 1986; opb 243 asop at Lvov-Sknilo
	"02" yellow	Tu-134A-3	Ukraine Air Force	KBP	29aug93	with stinger-tail (Balkany); in white c/s, used call-sign UR-63960 CGN 20nov95 which is the c/n !; l/n KBP 26jun99
	UR-CCG	Tu-134A-3		SVO	21may04	with stinger-tail (Balkany); in ex-military c/s but apart from the registration, no nationality markings
	RA-65572	Tu-134A-3	UTair	LED	02jul05	stinger-tail removed; first appearance ever of reg -65572; Isf Komiinteravia; l/n LED 29mar10
	RA-65572	Tu-134A-3	UTair Express	STW	11jul10	seen SCW apr12/jun13 stored; broken up at SCW dec14
63961	CCCP-63961 ?	Tu-134AK	Soviet Air Force	mfd	29apr82	line # 63-16; converted to stinger-tail (Balkany) after 1986
	"10" black	Tu-134AK	Russian Air Force	Klin	16aug96	opb 978 vtap/Command and Control Squadron at Klin; in white c/s blue cheatline and grey undersides with code and Red star on tail, painted as Tu-134A; l/n Klin 20aug01
	"10" blue	Tu-134AK	Russian Air Force	CKL	22aug05	stinger-tail removed; "10" blue (or black) on nose wheel door; in basic Aeroflot c/s with blue engines, no titles; photo CKL 2006
	RA-65729(2)	Tu-134AK	Russian Air Force	VOG	20feb07	c/n confirmed; stinger-tail removed; carried also code "10" blue (or black) on nose wheel door; opb 223 LO at Chkalovsk; in basic Aeroflot c/s with blue engines, initially no titles; l/n as such SVX 31may10; seen CKL 21oct11 with 'VVS Rossii' titles on fin; l/n CKL 07may15; seen Samara 22aug15 without titles and no longer with code on the nose wheel door; l/n LED 13jun22; see c/n 1351309
63965	CCCP-65905	Tu-134AK	Soviet Gvt/AFL c/s	mfd	17aug82	line # 63-17; toc 18aug82; rgd 26aug82; f/n SIP 20sep87; opb 235 OAO; with Tatra-M HF suite; Tu-134A-3 by apr91; l/n VKO 13apr92
	65905	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	08jul92	in Aeroflot c/s with grey tail and 'Rossiya' titles; l/n VKO 16aug92
	RA-65905	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	28aug93	in Aeroflot c/s with grey tail and 'Rossiya' titles; l/n VKO 10jun94
	RA-65905	Tu-134A-3	Rossiya	trf	22jul94	f/n VKO 18sep94; in basic Aeroflot c/s with grey tail and 'Rossiya' titles; l/n HEL 05may96; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides; l/n VKO jan19; flew VKO to CKL 28may20, the first flight in 14 months; not current in fleet list jan21, presumably transferred to the Russian Air Force
63967	DDR-SDR	Tu-134AK	EGAF/Interflug c/s	mfd	18may82	line # 63-18; rgd 27may82; had East German Air Force serial 176 allocated; seen BRU 20may88
	11+10	Tu-134AK	German Air Force	rgd	03oct90	registration not taken up but applied to the aircraft nevertheless
	9A-ADP	Tu-134AK	RPL Arpts Rijeka	rgd	16dec92	without the + in the registration; still present 27aug93, gone by 03sep93, see next line
	11+10	Tu-134AK	ex German AF	SVO	01jul93	photo exists in full Aeroflot c/s with grey tail and Soviet flag, type painted as Tu-134A-3 (-3 had been added), prefix worn if any, not visible due to the angle of the photo taken; l/n SVO 22may94 with Russian flag; CofR renewal 27jun96; not repainted in the new c/s; in operator's certificate of Aeroflot-Plus apr07; l/n SVO 08dec08, complete; seen wfu at SVO 31jan09, without engines, titles and registration painted out; reported broken up at SVO in 2009; canx before nov09
	RA-65567	Tu-134AK	Aeroflot Rus. AI	toc	01jul93	line # 63-19; toc 08jun82; rgd 05jul82; VIP aircraft for 37 pax, opb 235 OAO at VKO; converted into 74 pax configuration 12sep84
63969	CCCP-65910	Tu-134AK	Soviet Gvt/AFL c/s	mfd	11may82	
	CCCP-65910	Tu-134AK	AFL/Leningrad	trf	16oct84	

	CCCP-65910	Tu-134AK	AFL/Belarus-MSQ	trf	18oct84	opb 104 LO 2-ogo Minskogo OAO; w/o 01feb85 on a flight from Minsk to Leningrad after having been parked at Minsk-2 with full tanks in freezing conditions for one week so that ice reformed on the wings after de-icing, on take-off the ice detached from the wings and was ingested by the engines resulting in the left engine flaming out shortly after take-off, the crew tried to return to the airport for an emergency landing, but the right engine flamed out as well and the aircraft crashed in a forest near Nezhivka village (10 km from the airport) and burnt out, 3 of the 6 crew and 55 of the 74 passengers killed and all survivors injured; t/t 685 hours 47 minutes and 448 cycles; soc and canx 08may85
63972	CCCP-65911	Tu-134AK	Soviet Gvt/AFL c/s	mfd	20sep82	line # 63-20 ?; toc 01oct82; rgd 14oct82; opb 235 OAO; with Tatra-M HF suite; f/n PRG 08jul88; Tu-134A-3 by apr91; l/n VKO 13apr92
	65911	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	05jun92	in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; l/n VKO 08jul92
	RA-65911	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	21mar93	in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; l/n ATH 24jun94
	RA-65911	Tu-134A-3	Rossiya	trf	22jul94	in basic Aeroflot c/s with grey tail and 'Rossiya' titles; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides; seen VKO 05mar20, flew VKO to CKL, the first flight in nearly 15 months; not current in fleet list jan21, presumably transferred to the Russian Air Force; l/n CKL 16nov21
63975	CCCP-63975 RA-63975	Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force	no ZIA	reports 16aug99	line # 63-21; converted to stinger-tail (Balkany) after 1986 with stinger-tail (Balkany); carried also code "01" blue; personal aircraft of the commander of the North-Caucasian Military District (SKVO); opb 535 osap at Rostov-na-Donu-Tsentralny; named 'Rostov-na-Donu'; in white/light grey c/s with blue cheatline and 'lightning bolt' on nose; l/n Rostov-na-Donu-Tsentralny 08mar11
	RF-66009	Tu-134AK	Russian Air Force	CKL	25aug11	in document as Tu-134SUS, with stinger-tail (Balkany); carried also code "01" blue, still with 'RA-63975' under the wing; opb 229 AB at Rostov-na-Donu-Tsentralny; named 'Rostov-na-Donu'; in white/light grey c/s with blue cheatline and 'lightning bolt' on nose; repainted with cheatlines in the colours of the Russian flag, white top, grey undersides and blue stripe down the tail and without name; f/n ROV 27apr13 also with '63975' on engine (subsequently removed) and "01" blue on nose wheel door; f/n CKL 2021; seen MSQ 20oct22, in bare metal c/s, after overhaul
63976	CCCP-63976 "05" red	Tu-134AK Tu-134AK	Soviet Air Force Soviet Air Force	mfd Mil	1982 06oct90	line # 63-22; converted to stinger-tail (Balkany) after 1986; f/n Spenberg 08jun83 with stinger-tail (Balkany); personal aircraft of the commander of the Central Group of Forces, opb 173 osae at Milovice; with red cheatline and 'lightning-bolt' pin-stripe; l/n Milovice 25may91; c/n checked, former registration matching c/n on plates on flight deck; with stinger-tail (Balkany); opb 226 osap at Kubinka; l/n Kubinka 08aug02, c/n checked again
	"05" red	Tu-134AK	Russian Air Force	Kub	10apr97	with stinger-tail (Balkany); opb 226 osap at Kubinka; personal aircraft of the commander of the 16th Air and Air Defence Army; in white c/s with 'Russian flag' cheatline, blue engine nacelles and Moscow coat-of-arms, no titles; very small registration on nose wheel door only
	63976	Tu-134AK	Russian Air Force	GOJ	09jun05	c/n confirmed, photo of the cockpit shows both '63976' and '65976' on dash-board; with stinger-tail (Balkany); personal aircraft of the commander of the 16th Air and Air Defence Army, based at CKL from 2010; in white c/s with 'Russian flag' cheatline, blue engine nacelles and Moscow coat-of-arms, initially no titles; f/n with 'VVS Rossii' titles CKL mar11; l/n CKL 26mar13; overhauled by RZGA No. 412 from 23apr13, t/t 4,544 hours and 5,057 cycles by then; seen ROV 18dec14, in grey c/s with blue/red/white cheatlines, with Russian flag on tail, no titles; l/n LED 12jul22; see c/n 3352007
	RA-65976(2)	Tu-134AK	Russian Air Force	Kub	oct06	line # 63-23; converted to stinger-tail (Balkany) after 1986
63979	CCCP-63979 "50" blue	Tu-134AK Tu-134AK	Soviet AF/AFL c/s Soviet Air Force	d/d Spr	1982 1990	stinger-tail (Balkany); opb 201 osae at Tokol; with Aeroflot style cheatline; "50" blue was seen CKL 15aug99, but c/n not checked this date
	UK-63979	Tu-134A-3	Uzbek Air Force		photo	in full Uzbekistan Airways c/s with 'Uzbekistan' and additional 'Air Force' titles on the fin above the registration; f/n Tashkent-Tuzel 24may04; seen Tashkent-Tuzel 28mar09 stored; l/n Tashkent-Tuzel 18aug23, as such
63982	CCCP-63982 "03" yellow 63982	Tu-134AK Tu-134A-3 Tu-134A-3	Soviet Air Force Ukraine Air Force Ukraine Air Force	no MUC MHP	reports jun93 30jul98	line # 63-24; converted to stinger-tail (Balkany) after 1986
63985	CCCP-65912 RA-65912 RA-65912	Tu-134AK Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd VKO trf	30sep82 21mar93 22jul94	stinger-tail (Balkany); registration in papers as UR-63982 which is the c/n; l/n KBP 27aug97 in ARZ-407; in basic Aeroflot c/s with 'Zbroini Syly Ukrainy' (Armed Forces of Ukraine) titles, stinger-tail removed after dec98; l/n KBP 04oct19
	RA-65912 RF-65912	Tu-134A-3 Tu-134A-3	Russian MVD/VV Russian MVD/VV	trf rgd	25may11 19sep11	line # 63-25; toc 26oct82; rgd 04nov82; opb 235 OAO at VKO; f/n HEL 05apr83; l/n BKA 01mar93
	RF-65912	Tu-134A-3	Rosgvardiya	trf	05apr16	the first Tu-134A repainted in Rossiya's current 'grey ghost' c/s; f/n SNN jul97; converted to a Tu-134A-3 between jul04 and oct05; l/n operational VKO 06sep08; CofA expired 30sep08; rgd to the Russian Federation 31aug09; stored at VKO from oct08 because of low time between overhauls hours, l/n aug10; t/t 30,196 hours and 12,830 cycles by 01jan10
63987	LZ-TUT	Tu-134B-3	Bul Gvt/Balkan c/s	mfd	1982	h/o 30jun11; still in full Rossiya c/s including titles; f/n CKL 26jul12; arrived for overhaul at MHP 23aug12 opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n MHP 19jan13 (on its first flight after overhaul); l/n CKL feb16
	LZ-TUT	Tu-134B-3	Hemus Air	ZRH	01jun96	opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n OVB 07apr16; l/n LED 28jul22
	LZ-TUT	Tu-134B-3	Albanian Airlines	BLQ	12oct97	line # 63-26; VIP aircraft; prototype of new-built VIP version with Tu-134AK style rear entry door and forward toilet; f/n PRG aug86; seen SXF 02dec87; l/n SOF 17apr95
	LZ-TUT	Tu-134B-3	Hemus Air, n/t	LHR	01feb02	l/n VAR 23sep97; in ex Bulgarian Government/Balkan c/s
	YK-AYC	Tu-134B-3	Syrianair	LHR	27mar02	repainted with red/blue cheatline; l/n FRA 03jul01
63989	YK-AYD	Tu-134B-3	Syrianair	d/d	1982	just an "A" on the fin (ex Albanian Airlines), operated Balkan flight this date
63990	YK-AYD	Tu-134B-3	Syrianair	d/d	1982	still with titles SOF jul03; stored since 2004; l/n SOF mar04/sep10, just with tail logo; scrapped aug11
63991	CCCP-65917 CCCP-65917 RA-65917	Tu-134A Tu-134A-3 Tu-134A-3M	Aeroflot MAP Zhukovski LII Meridian Air	mfd rgd VKO	01mar83 20jul89 06may02	line # 63-27; seen DAM mar01 stored; l/n DAM feb08/nov09 wfu, in poor condition with faded c/s and without titles
	65917	Tu-134A-3M	SibNIA	ZIA	mar13	line # 63-28; seen DAM jul98/mar03 stored; l/n DAM fen08/nov09 wfu, in poor condition with faded c/s and without titles
63992	YK-AYA	Tu-134B-3	Syrianair	d/d	1982	line # 63-29; LED 22jul88; built as Tu-134SKh agricultural aircraft
63994	YK-AYB	Tu-134B-3	Syrianair	d/d	1982	in Aeroflot c/s, no titles; f/n ZIA 11aug92; l/n ZIA 23sep99
63995	CCCP-65918	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	28apr84	leased from Kombrey OOO 01sep02/10sep04; in striking c/s with red and yellow on white; seen VKO 09jul06, in red/silver c/s; l/n ZIA 12aug12
	RA-65918	Tu-134A-3	Voronezh Avia	trf	01aug94	in red/silver c/s with small titles behind the cockpit; RA- still worn under the wings; l/n ZIA aug13; seen OVB feb14, in all-silver colours with cheatlines in the colours of the Russian flag and Rossiya titles; still opb SibNIA; l/n ZIA 11jun23
63996	CCCP-65907	Tu-134AK	MRP Solntsevo	mfd	20jan83	line # 63-30; VIP version with Tu-134AK style rear entry door and forward toilet; opb 585 Sqn of the Syrian Air Force; seen BSL 20apr90; l/n in original c/s DAM mar01, stored; seen in new c/s DAM 27mar09, with a sticker on the port side forward fuselage depicting the Syrian President; l/n SSH 18jan11
	RA-65907	Tu-134AK	MRP Solntsevo	ZIA	31aug93	line # 63-31; VIP version with Tu-134AK style rear entry door and forward toilet; opb 585 Sqn of the Syrian Air Force; f/n LHR 17mar83; seen DAM 20jan97; f/n in new c/s SVO 02aug04; seen with a sticker on the port side forward fuselage depicting the Syrian President IST jan08; l/n Al Bateen 19feb12; seen MSQ 05feb16 active, in bare metal c/s with just the registration on the engine; seen MSQ 10sep18, in full c/s; l/n THR 22may24
	RA-65907	Tu-134AK	Alrosa-Avia	rgd	30dec94	line # 63-32; built as Tu-134SKh agricultural aircraft; rgd 11nov84; on charge as of 01jan85; f/n AER 20sep87
	CCCP-65921	Tu-134AK	Soviet Gvt/AFL c/s	mfd	05mar83	Tu-134SKh; f/n VOZ 18sep94 in Aeroflot full c/s; seen VOZ 09jul05 with 'CX' badge on nose and gold-coloured ear of corn on fuselage; l/n VOZ jun06/24aug19, stored and parked on the grass
	RA-65921	Tu-134A-3	Russ. Gvt/AFL c/s	SVO	13apr93	line # 63-33; rgd 12feb83; in Aeroflot c/s; f/n ZIA 11aug92 as MRP/NPO 'Fazotron' avionics test-bed with N-010 "Zhuk" fire control radar for the MiG-29K/MiG-29M
	RA-65921	Tu-134A-3	Rossiya	trf	22jul94	in Aeroflot c/s
63998	DDR-SDT	Tu-134AK	EGAF/Interflug c/s	mfd	28feb83	executive interior for 38 pax; Isf NPO 'Vzlyot'; f/n ZIA 22aug95; l/n ZIA 29aug09
	CCCP-65565	Tu-134AK	Belair	MSQ	07jul93	line # 63-34; toc 31mar83; rgd 05apr83; opb 235 OAO; f/n VKO 30aug88; Tu-134A-3 by 1989; l/n VKO 11sep92
	EW-65565	Tu-134AK	Belair	MSQ	07sep93	l/n VKO 05sep93
	RA-65565	Tu-134AK	Belair c/s, n/t	SVX	23aug95	f/n SXF 14sep94; in basic Aeroflot c/s with grey tail and small 'Rossiya' titles; reported in ARZ-407 22apr98 in basic Aeroflot c/s, no titles l; repainted in light grey c/s with cheatline in the colours of the Russian flag, grey undersides; seen bare metal MHP 28aug07; l/n VKO 19mar12; canx before apr16
	RA-65565	Tu-134AK	Chernomor Soyuz	STW	17jan98	line # 63-35; rgd 30mar83; had East German Air Force serial "183" allocated but was not worn, seen SXF 11mar85 and LHR 28jun87; l/n GVA 13jul87; returned after overhaul in 1987 with 50% of the rivets in one wing missing, wfu 06dec88 due to structural damage; ferried to Minsk 05may89 for repair and held back; sold 23apr90 and became, see next line
	RA-65565	Tu-134AK	Chernomor Avia	rgd	30nov98	c/n checked
	RA-65565	Tu-134AK	Karat	GOJ	18aug05	seen HEL 26dec94; sold to Russia by 31jul95
	RA-65565	Tu-134AK	Utair	DME	23jun06	trf 16nov95 to Chernomorskiye Airlines; l/n AER 15may96
	RA-65565	Tu-134AK	Utair Express	SCW	20mar11	opb Stavropol Avia; l/n SHJ 17mar98
66101	CCCP-65926	Tu-134AK	MAP LII Zhukovski	mfd	30may83	f/n MLA 23dec99, with 'Avia' painted over 'Soyuz' (Cyrillic); seen without titles VKO 24jun05/05jul05
	RA-65926	Tu-134AK	MAP LII Zhukovski	HEL	31jan93	photo this date
	RA-65926	Tu-134A-3	Transaero/Volare	VIE	15jul95	l/n PEE 17jul10
	RA-65926	Tu-134A-3	Gromov Air	trf	21aug95	l/n TOF 01nov14; seen PEE 18mar15 and SGC 01nov15 still in full UTair c/s, operator reported as Turukhan; l/n UFA 25apr16, still in full UTair c/s and titles and additional 'Turukhan' titles on the nose; canx between 20jun16 and 29jul16; reported broken up at Ufa may17 but seen there complete 22sep18; l/n UFA 22aug24 complete and named 'R. Gumerov'
	RA-65926	Tu-134A-3	Samara	trf	aug98	line # 63-36; rgd 16jun83; in Aeroflot c/s; f/n ZRH 06oct89; l/n SVO 14aug92
	RA-65926	Tu-134A-3	Gromov Air	rgd	08dec98	Aeroflot c/s
	RA-65926	Tu-134A-3	S-Air	VKO	02apr05	type painted as Tu-134A-3; l/n 10mar96, see next line
	RA-65926	Tu-134A-3	Meridian	USK	04aug11	f/n OMS 30jul97; l/n KUF 10feb98, on lease to Samara

	RA-65926	Tu-134A-3	Sirius Aero	VKO	15apr13	in three-tone blue c/s; small titles only; l/n GOJ 26jan15; broken up at GOJ mar16; canx between 23jul18 and 18feb19
66109	CCCP-65914	Tu-134AK	AFL/Uzbekistan	mfd	19jul83	line # 63-37; toc 28jul83; rgd 15aug83; VIP aircraft, operated for the government of the Uzbekistan Soviet Republic
	CCCP-65914	Tu-134AK	Soviet Gvt/AFL c/s	trf	06jan84	opb 235 OAO; seen MLA 20dec84 in standard c/s; repainted with a blue tail; f/n CDG feb90, Tu-134A-3 this date
	TC-GRD	Tu-134A-3	Greenair	d/d	12oct90	named 'Besiktas'; departed SNN after painting 12oct90; l/n SXF 19sep92
	RA-65914	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	15may93	l/n VKO 05sep93
	RA-65914	Tu-134A-3	Rossiya	trf	22jul94	f/n ATH 18nov94; l/n VKO 24aug97
	RA-65914	Tu-134A-3	Yamal	rgd	07jul99	f/n DME 23oct99; l/n ROV 21oct10; seen TJM 14apr12, derelict on grass; l/n TJM 03sep12, fuselage in two pieces, to be broken up
66120	CCCP-65915	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31jul83	line # 63-38; toc 12aug83; rgd 22aug83; f/n HEL 31aug84; seen STR may89 as Tu-134A-3; l/n LHR 24jul90
	TC-GRE	Tu-134A-3	Greenair	d/d	11oct90	named 'Galatasarayon'; departed SNN after painting this date; l/n VKO 08jul92
	RA-65915	Tu-134A-3	Russ. Gvt/AFL c/s	DUS	05jun93	in Aeroflot c/s and titles with grey tail; l/n SVO 17jun94
	RA-65915	Tu-134A-3	S-Air	trf	22jul94	f/n ATH 06sep94, in basic Aeroflot c/s with grey tail and small 'Rossiya' titles; seen SHJ 14apr95; l/n SVO 10jul00
66130	RA-65915	Tu-134A-3	Yamal	rgd	21apr00	f/n SLY 26jul00; wfu TJM by 26nov11; photo TJM 14may12, still complete, broken up by 22may12
	CCCP-65721	Tu-134A	AFL/Central Region	mfd	19sep84	line # 63-39; built as a Tu-134SKh agricultural aircraft; toc 17oct84; rgd 11nov84; opb Voronezhsk OAO; f/n VKO 08jul92
	RA-65721	Tu-134A-3	Aeroflot	VKO	21mar93	Tu-134SKh
	RA-65721	Tu-134A-3	Voronezh Avia	trf	01aug94	still in full Aeroflot c/s including titles; l/n VOZ 10aug99
	RA-65721	Tu-134A-3M	Meridian Air	STN	11nov01	executive aircraft; owned by ZAO Imagine; in white c/s with red trim and belly, no titles
	RA-65721	Tu-134A-3M	S-Air	VKO	13aug06	executive aircraft; owned by ZAO Imagine; in white c/s with red trim and belly, no titles; l/n DME 17sep06; the operator's certificate of S-Air was revoked 18nov09
	RA-65721	Tu-134A-3M	Aeroflot-Plus	rgd	08apr08	to ZAO Imagine; executive aircraft for 18 passengers; in white c/s with red trim and belly, no titles; f/n SVO 09oct08; t/t 5,760 hours and 2,568 cycles by 01jan10; l/n SVO 18mar11
	RA-65721	Tu-134A-3M	SibNIA	trf	20feb12	in white c/s with red trim and belly, no titles; f/n SVO 23feb12; l/n OVB 27feb12
	65721	Tu-134A-3M	SibNIA	rgd	unknown	on the experimental aviation register; in white c/s with red trim and belly, no titles; f/n TOF 31jul12; conducted aerial survey flights in the Komi Republic aug16; last flight (OVb-SVX-ROV) 29aug19; used as a rescue trainer at Rostov-Platov, l/n nov19
66135	DDR-SDU 11+12	Tu-134AK	EGAF/Interflug c/s	mfd	17aug83	line # 63-40; rgd 02sep83; had East German Air Force serial 193 allocated
	9A-ADR 11+12	Tu-134AK	German Air Force	rgd	03oct90	seen Neuhausen 20jun92
	RA-65568	Tu-134AK	RPL Arpts Rijeka	rgd	16dec92	registration not taken up but applied to the aircraft nevertheless
		Tu-134AK	ex German AF	SVO	16jul93	without the + in the registration
		Tu-134AK	Aeroflot Rus. AI	toc	01jul93	f/n SVO 27aug93; l/n as such SVO 05jun04; f/n as Tu-134A-3 SVO 16jan05; last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord from early 2008; l/n active NNM 11jul09; wfu aug09 as time between overhauls expired; seen ARH jun10, wfu; used as an anti-terrorist trainer at ARH (N64.596829 E40.705183), l/n 25jun19; no longer visible on GE by sep20
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Zhukovski	mfd	01sep83	line # 63-41; presumed never built as such, but the tail and nose were used to construct the second Tu-134IK with the centre section of c/n 64454 (Tu-134UBL sequence); rgd 21dec83; this c/n was canx circa 1998 after the Tu-134IK was wfu from its research role, see c/n 64454
66143	CCCP-65934	Tu-134AK	MAP Irkutsk APO	mfd	17aug83	line # 63-42; rgd 22sep83; f/n LED 22sep87, in Aeroflot c/s; l/n DME 16apr92
	RA-65934	Tu-134AK	Koningsberg In.Tr.	DME	16jun94	reported for Irkutskoye APO; l/n DME 25aug97
	RA-65934	Tu-134AK	Irkutskoye APO	VKO	nov98	
	RA-65934	Tu-134AK	AT (Aerotex)	SVO	16aug99	
	RA-65934	Tu-134AK	RusLine	rgd	27jun02	l/n BUD 30apr02
						VIP aircraft with 31 seats; f/n SVO 22sep02; in corporate c/s with big 'RL' logo, probably since jan05; last overhaul completed in 2007 and f/n as Tu-134A-3; offered for sale 12aug09 with t/t 15,927 hours; l/n SVO 05sep09
66152	RA-65934	Tu-134A-3	South East	MCX	26jun13	stored in basic RusLine c/s with additional small 'FC Anzhi' titles and logo; l/n MCX 14may15
	CCCP-65916	Tu-134AK	Soviet Gvt/AFL c/s	mfd	26sep83	line # 63-43; toc 31oct83; rgd 03nov83; opb 235 OAO; f/n ATH 09may84
	CCCP-65916	Tu-134A-3	Soviet Gvt/AFL c/s	SVO	18may91	l/n VKO 08jul92
	RA-65916	Tu-134A-3	Russ. Gvt/AFL c/s	CGN	14mar93	l/n VKO 27apr93
	RA-65916	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	02sep93	in basic Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; l/n VKO 16jun94
	RA-65916	Tu-134A-3	Rossiya	trf	22jul94	f/n VKO 24sep94; in basic Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; l/n VKO 17may99
	RA-65916	Tu-134A-3	Yamal	rgd	09feb01	f/n SVO 12aug01; l/n VKO 25mar07
	RA-65916	Tu-134A-3	Utair	VKO	24jun07	l/n DME 26apr08
	RA-65916	Tu-134A-3	Yamal	rgd	07may08	l/n LED 16jul08; seen GOJ 25oct11 with additional small 'Tsentr-Yug' titles; sat wfu at GOJ, seen jul12/aug12; scrapping started GOJ 04dec13, fuselage still present 30jan14, cut off before the tail section
66168	CCCP-65919	Tu-134AK	Soviet Gvt/AFL c/s	mfd	26oct83	line # 63-44; toc 23nov83; rgd 30nov83; opb 235 OAO; f/n HEL 03nov84; seen VKO 27jul91 as Tu-134A-3; l/n VKO 16aug92
	RA-65919	Tu-134A-3	Russ. Gvt/AFL c/s	HEL	21feb93	l/n HEL 21feb94
	RA-65919	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	16jun94	in basic Aeroflot c/s, no titles
	RA-65919	Tu-134A-3	Rossiya	trf	22jul94	in basic Aeroflot c/s with small titles; f/n MRS dec94; l/n VKO 25aug97
	RA-65919	Tu-134A-3	ITERA c/s, n/t	rgd	24nov00	leased from Aero Rent; f/n VKO 11jun01; l/n VKO 21aug02
	RA-65919	Tu-134A-3	Aero Rent	VKO	06may03	l/n VKO 16jan04
	RA-65919	Tu-134A-3	Yamal	BKA	29jun04	rgd 10sep04; initially with small titles only, later in full c/s; l/n VKO 03may08
	RA-65919	Tu-134A-3	Kosmos	VKO	03sep09	with three blue cheatlines and titles (basic ex Yamal c/s); was opb AeroRent who had its license suspended 08oct09; l/n VKO 31aug10
	RA-65919	Tu-134A-3	ex Kosmos c/s	VKO	17jul12	with three blue cheatlines (basic ex Yamal c/s); l/n VKO aug12/08oct19 in use as a fire simulator aircraft with titles as such in Russian 'Trenazher Spasol'
66175	CCCP-65906	Tu-134AK	MRP NPO "Vzlyot"	mfd	31oct83	line # 63-45; rgd 29dec83; converted to IMARK geophysical survey aircraft
	RA-65906	Tu-134AK	MRP NPO "Vzlyot"	ZIA	03sep93	IMARK geophysical survey aircraft; no titles; l/n ZIA 23sep97
	RA-65906	Tu-134AK	Neftyyugansk AE	DME	apr98	l/n SVO 18nov98
	RA-65906	Tu-134A-3	Yamal	CDG	may01	named 'Salekhard'; l/n GOJ 23apr13, reported opb Tsentr-Yug since jan13, but still in full Yamal c/s with titles; l/n PEE 24may13 as such
	RA-65906	Tu-134A-3	Tsentr-Yug n/t	DME	18jun13	in basic ex Yamal c/s; l/n DME 19jan14; l/n TOF 23mar16
	RA-65906	Tu-134A-3	Sirius Aero	DME	16oct16	in basic ex Yamal c/s, small titles by the cockpit; wfu 27jul17; l/n stored GOJ 23sep18/16jul23
66180	CCCP-65935	Tu-134AK	MOM Kuibyshev	mfd	28nov83	line # 63-46; rgd 06feb84; f/n at a Moscow airfield 03jun89 in Aeroflot c/s
	RA-65935	Tu-134A-3	Aeroflot c/s, n/t	VKO	04jul95	l/sd to Stavropol Avia 21jun95/29jun97; l/n IST 22sep97
	RA-65935	Tu-134A-3	TSKB-Progress	DME	05sep00	l/sd to Samara 05jun00/24jun02; l/n KUF 03feb02; still in Samara fleet list 19nov02
	RA-65935	Tu-134A-3	Airlines 400	rgd	14apr03	l/sf TSKB-Progress; basic AFL c/s; f/n VKO 27jun03; l/n LED 18jul05
	RA-65935	Tu-134A-3	Kosmos	VKO	21aug05	in VARZ-400; in basic AFL c/s, no titles; l/n as such aug06; seen VKO 18may07 with titles; l/n VKO 10mar08; canx 15apr19; the cockpit and forward fuselage was seen 14oct21 near the Seldinskoye Highway, Ulyanovsk resting on rubber tyres, still with Kosmos titles; moved to Borovsk museum to become an exhibit, photo 16sep23 after arrival in the museum; l/n 06sep24
66185	CCCP-65931	Tu-134BV	MRP Leningrad	mfd	02dec83	line # 63-47; rgd 10apr84; opb VNIIRA; in Aeroflot c/s; was used for tests of the "Vympel" automatic landing system of the "Buran" orbiter at Siverski ('V' in designation stands for 'Vympel'); has a matt white, not pointed, nose; f/n SIP aug88
	RA-65931	Tu-134BV	VNIIRA/AFL c/s	Pus	25aug99	in Aeroflot c/s; still with the matt white, not pointed, nose; l/n Pushkin 04jun12; reportedly broken up there early 2019
66187	YK-AYE	Tu-134B-3	Syrianair	d/d	1984	line # 63-48; opb 585 Sqn of the Syrian Air Force; l/n ALP may05 in original c/s; seen DAM 03dec07 in new c/s, operational; l/n VKO 28mar17
66190	YK-AYF	Tu-134B-3	Syrianair	d/d	10oct84	line # 63-49; opb 585 Sqn of the Syrian Air Force; seen stored at DAM jul98/apr03; seen in ARZ-407 at Minsk 24oct06, awaiting rework; ferried MHP-DAM 17aug07; seen in new c/s DAM 27mar09; l/n DAM 20feb23
66198	CCCP-65927	Tu-134AK	MAP LII Zhukovski	mfd	17feb84	line # 63-50; LII im. Gromova (Gromov Flight Research Institute); rgd 30mar84; in Aeroflot c/s; f/n Finsterwalde 13may92; l/n REU 16may93
	RA-65927	Tu-134AK	LII Zhukovski	YEO	17jun93	in Aeroflot c/s
	RA-65927	Tu-134AK	Gromov Air	trf	30aug94	VIP aircraft; rgd 20mar96 to the Russian Federation; initially in white/light grey c/s with dark blue/red cheatline, with titles; f/n VKO 16apr97, registration painted out in white under wings (!); l/n in its old c/s NUE 21nov97; repainted in full c/s and named 'Yuri Sheffer' after a late distinguished LII test pilot; f/n as such VKO may00; CoFA expired 26nov02; l/n VKO 23aug03; seen in bare bare metal under overhaul with ARZ-407 at MHP 28aug07; current on register aug10, see below
	RA-65927	Tu-134AK	Russian Customs	trf	2007	VIP aircraft; opb the Central Rear Customs Authority (TsTT); in white c/s with green/white/orange cheatline and a Customs badge on the nose; last overhaul completed 19nov07; operated for the Customs by 8 adon of the Russian Air Force at CKL from jul09 as own operations turned out to be too expensive for the Customs; f/n CKL 07aug09; l/n DME 29jun13; see rgd below
RF-65153	Tu-134AK	Russian Customs		rgd	2008	registration used as call-sign only by 2012; in white c/s with green/white/orange cheatline and a Customs badge on the nose; f/n CKL nov13; t/t 6,566 hours and 3,136 cycles by 04mar15; l/n MSQ 01mar24
66200	CCCP-65550	Tu-134AK	Soviet Gvt/AFL c/s	mfd	23feb84	line # 63-51; rgd 10apr84; on charge as of 01jul84; opb 235 OAO; f/n LHR 29jun86
	CCCP-65550	Tu-134AK	AFL/Central Region	trf	20feb87	l/n OVB 30jun92
	RA-65550	Tu-134AK	Aeroflot	VKO	17jul93	
	RA-65550	Tu-134AK	Ivanovo Avn Ent.	trf	30mar94	
	RA-65550	Tu-134A-3	Skyfield	OVB	apr97	leased from Ivanovo Air; with additional 'Filipp Kirkorov' titles as was chartered by this Russian pop-star; l/n BUD 12sep98
	RA-65550	Tu-134A-3	no titles	VKO	20aug99	l/n DME feb00; operated for Sirius Aero; photo shows (next line)
	RA-65550	Tu-134A-3	Sirius Aero	DME	feb00	as Tu-134A not A-3 !; small titles only
	RA-65550	Tu-134A-3	Tretyakovo AI	rgd	05jun00	f/n DME 10jul00; l/n DME 28jun03, stored
	RA-65550	Tu-134A-3	Antex-Polyus	VKO	27jun04	l/n DXB 27mar05, in blue c/s with small titles on nose
	RA-65550	Tu-134A-3	S-Air	VKO	03jul05	in blue c/s with small titles; operator's certificate revoked 18nov09; l/n VKO 14mar10
	RA-65550	Tu-134A-3	RusAir	SVO	13mar11	in blue c/s with small sticker behind nose
	RA-65550	Tu-134A-3	Sirius Aero	KUF	06aug11	in blue c/s with small sticker behind nose; l/n MHP 11may12
	RA-65550	Tu-134A-3	Meridian, n/t	MHP	16jun12	in blue c/s, operator reported by russianplanes.net

66207	RA-65550 CCCP-65994 RA-65994	Tu-134A-3 Tu-134AK Tu-134A-3	Meridian KGB/Border Guards FSB/Border Guards	IEV mfd VKO	07sep13 22mar84 28aug93	white/red c/s, no titles; l/n GOJ 13may14; broken up GOJ jun14 line # 63-52; rgd 22jun84; in Aeroflot c/s; f/n SIP 17sep87; l/n VKO 16aug92 initially in Aeroflot c/s and titles with grey tail; l/n CKL 20aug99; repainted in full Rossiya c/s with titles by jan01, carried a Border Guards badge near the forward entry door; f/n as such VKO 14jan01 configuration for 44 passengers; opb oao sn FSB at VKO, but officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; badge not seen after jun06; l/n in Rossiya c/s VKO 12aug06; t/t 5,491 hours by 2007; seen stripped to bare metal in ARZ-407 at MHP 28aug07; repainted in basic old Aeroflot c/s (but with white lower nose) without titles; f/n as such DME 08oct07; tender for the installation of TAWS ST-3400 and TCAS-2000 published 14feb08; new CoFR issued 27apr09; tender for overhaul published 20oct11; l/n ZIA 22jul15
	RA-65994	Tu-134A-3	FSB	trf	23feb01	probably to Roskosmos' subsidiary TsENKI (Centre for Operation of Ground-based Space Infrastructure Facilities); based at VKO; f/n GOJ mar17, still in basic FSB c/s without titles; l/n VKO 23mar23 l/n ZIA dec24, still in basic FSB c/s without titles; operator from russianplanes.net line # 63-53; toc 25apr84; rgd 31may84; opb 235 OAO; f/n HEL 29jul85
66212	RA-65994	Tu-134A-3	Kosmos ?	rgd	23sep16	l/n ZRH 02feb92; canx but date unknown with 'kazakstan' titles and additional small Aeroflot titles below cheatline on forward fuselage this date; l/n ALA 03aug98; see trf date next line ! Almaty based; f/n BUD 08jan99; l/n BUD 10sep99 arrived for painting l/n BUD 02feb04; opf Euro-Asia Air PRG 18oct03; also reported as Kazakh Government but this probably due to large 'Kazakhstan' titles l/n IBZ 18aug05
	65994	Tu-134A-3	SibNIA	trf	13oct23	again with large 'Kazakhstan' titles
	CCCP-65551	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31mar84	seen DXB 15nov06 in new c/s; l/n DXB 23mar08
	CCCP-65551	Tu-134AK	AFL/Kazakhstan	trf	25feb87	all-white c/s, thin blue and yellow cheatlines, no titles; l/n TSE may12/may15, stored; reported apr19 to have been scrapped
	CCCP-65551	Tu-134A-3	Kazakh Government	LHR	28oct91	line # 63-54; l/n PEK 03oct88
	UN-65551	Tu-134A-3	Kazakh Government	ALA	22apr93	f/n PEKmay93; l/n FNJ 09oct24
	UN-65551	Tu-134A-3	Air Kazakhstan	trf	26sep96	line # 63-55; VIP version with Tu-134AK style rear entry door and forward toilet; f/n HAN may86; l/n SIN mar90
	65551	Tu-134A-3	bare metal	MST	21oct99	f/n SGN 24oct93; l/n CAN 20oct96; dbr 16nov96 when the nose gear collapsed whilst taxing at Da Nang Airport injuring one crew member; l/n DAD may98, derelict; preserved by nov98 but gone by jun09
	UN-65551	Tu-134A-3	Kaz TransAir	MST	28oct99	line # 63-56; VIP version with Tu-134AK style rear entry door and forward toilet; in basic Aeroflot c/s; f/n HAN may86; l/n BKK 03jul90
	UN-65551	Tu-134A-3	Euro-Asia Air	ZRH	20dec04	seen HAN 26oct93; still operational nov98; mentioned in official document 06jun02 as an asset struck off by Presidential decree; stored at Hanoi-Noibai (N21.212372 E105.81393); seen mar99/jul10; moved to a children's playground downtown (N21.066659 E105.76361) by early 2013, photo in full current Vietnam Airlines (all over blue/gold) c/s
66215	P-813	Tu-134B-3	Chosonminhang	SXF	20sep84	line # 63-57; VIP version with Tu-134AK style rear entry door and forward toilet; f/n HAN 28oct87
	P-813	Tu-134B-3	Air Koryo	fr.	28mar92	f/n HAN 26mar91; l/n SGN sep97; mentioned in official document 06jun02 as an asset struck off by Presidential decree; seen wfu at HAN mar99/jan04; fate ?
66220	VN-A114	Tu-134B-3	Hàng Không Việt Nam	d/d	apr84	line # 63-58; toc 26jun84; rgd 11jul84; opb 235 OAO; f/n HEL 11jan85; Tu-134A-3 by nov90; l/n SVO 14aug92
	VN-A114	Tu-134B-3	Vietnam Airlines	fr.	1990	in Aeroflot c/s with grey tail; l/n VKO 16jul94
66230	VN-A116	Tu-134B-3	Hàng Không Việt Nam	d/d	apr84	f/n MRS nov94; in basic Aeroflot c/s with grey tail, 'Rossiya' titles below the cockpit; l/n VKO 17jun99
	VN-A116	Tu-134B-3	Vietnam Airlines	fr.	1990	l/n DME feb00; l/n DME 08mar11; canx before apr16
66250	VN-A118	Tu-134B-3	Hàng Không Việt Nam	d/d	may84	line # 63-59; toc 14aug84; rgd 24aug84; opb 235 OAO at VKO; f/n HEL 17jan86; converted to a Tu-134A- 3 by apr91; this was the aircraft that flew Mikhail Gorbachov back from the Crimea to Moscow after the August 1991 coup
	VN-A118	Tu-134B-3	Vietnam Airlines	fr.	1990	l/n VKO 16aug92
66270	CCCP-65552	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31may84	l/n DUB 25oct93 in basic Aeroflot c/s with 'Rossiya' titles; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides; f/n as such VKO 30jun02; l/n operational LED 21nov08; CoFA expired 02feb09; excluded from Rossiya's operator's certificate 04sep09; stored at VKO by spring 2009 because of low time between overhaul hours, t/t 19,956 hours and 8,685 cycles by 01jan10; l/n 24mar11
	RA-65552	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	21mar93	h/o 30jun11; in basic Rossiya c/s, no titles; f/n ROV 16jan12; l/n CKL jun13
66300	RA-65552	Tu-134A-3	Rossiya	trf	22jul94	opb 3 oase on at Chkalovski; seen in primer under overhaul with RZGA No. 412 at ROV 10dec14; repainted in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n as such ROV 13jan15 (on its first flight after overhaul); l/n CKL 02nov15
	RA-65552	Tu-134A-3	Yamal	rgd	24dec99	line # 63-60; toc 15aug84; rgd 24aug84; opb 235 OAO; f/n ATH 02may85; f/n as Tu-134A-3 BRU nov89; l/n VKO 08jul92
66300	CCCP-65553	Tu-134AK	Soviet Gvt/AFL c/s	mfd	27jul84	seen MHP 06sep93; in Aeroflot c/s with grey tail; l/n VKO aug95, see trf next line
	CCCP-65553	Tu-134A-3	Korsar	VKO	05jun92	f/n VKO 12may96; in basic Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; l/n VKO 17may99
66320	RA-65553	Tu-134A-3	Korsar	GVA	25feb93	f/n TJM 27jul00; seen NUX mar12 with additional small Tsentr-Yug titles; l/n KUF 24aug16/21apr23, stored ?
	RA-65553	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	17jul93	line # 63-61; toc 30aug84; rgd 11sep84; opb 235 OAO; f/n HAM 01may86; Tu-134A-3 by apr91; l/n VKO 16aug92
66350	RA-65553	Tu-134A-3	Rossiya	trf	22jul94	l/n VKO 18sep94, see trf next line
	RA-65553	Tu-134A-3	Russian MVD/VV	trf	25may11	f/n VKO 12may96; in basic Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides; was leased to Pulkovo Avia from 14apr04 but never seen as such; l/n VKO 24jun12; broken up at Vnukovo jun13
66372	RF-65553	Tu-134A-3	Russian MVD/VV	rgd	19sep11	line # 63-62; f/n BKK 05oct84; l/n BKK nov89
	RF-65553	Tu-134A-3	Rosgvardiya	trf	05apr16	f/n BKK 14apr93; crashed 03sep97 near Thmor Kol village after departing from designated approach pattern in poor weather and colliding with trees 112 m short of the runway at Phnom Penh-Pochentong, all six crew and 58 of 60 passengers killed, t/t 11,723 hours and 8,209 cycles
66380	CCCP-65554	Tu-134AK	Soviet Gvt/AFL c/s	mfd	27jun84	line # 63-63; last Tu-134B-3 built
	RA-65554	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	21mar93	f/n PEK 05jun93; c/n checked; l/n VVO 01jul19
66400	RA-65554	Tu-134A-3	Rossiya	trf	22jul94	line # 63-64; toc 28sep84; rgd 12oct84; VIP aircraft, operated for the government of the Ukrainian Soviet Republic; l/n Brest 08dec91
	RA-65554	Tu-134A-3	Yamal	rgd	24apr00	with 'Ukraina' titles in Cyrillic; seen CGN 03feb92; l/n KBP 07sep92
66420	CCCP-65555	Tu-134AK	Soviet Gvt/AFL c/s	mfd	16aug84	f/n ZRH 29jan93; arrived MDT 04feb96, bare metal, no prefix, for painting and departed 23jun96 in full c/s; opb Ukraina Aviation Enterprise; l/n KBP 23jun15/04oct19, stored
	RA-65555	Tu-134A-3	Russ. Gvt/AFL c/s	ATH	dec91	lin# # 63-65; toc 11dec84; rgd 15jan85; VIP aircraft, operated for the government of the Kazakh Soviet Republic
66440	RA-65557	Tu-134AK	Soviet Gvt/AFL c/s	trf	20feb87	opb 235 OAO; f/n VKO 24sep87; Tu-134A-3 by apr91; l/n VKO 16aug92
	65557	Tu-134A-3	Russ. Gvt/AFL c/s	Spr	16oct92	in Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit
66450	RA-65557	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	21mar93	in Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; l/n VKO 13jun94
	RA-65557	Tu-134A-3	Rossiya	trf	22jul94	f/n VKO 18sep94; in Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; l/n CPH 18dec97
66480	RA-65557	Tu-134A-3	ITERA	rgd	04feb00	Isf Aero Rent 10nov99/11nov04 (but also still in 2005) and seen with these titles 20may00/12aug04; now in corporate c/s with large 'trailing E' on fin; seen jun06 with additional small 'Aero Rent' titles; l/n VKO 18sep08; in operator's certificate of Kosmos apr07
	RA-65557	Tu-134A-3	Kosmos	NUX	may09	small titles behind cockpit window; was opb AeroRent which had its license suspended by 08oct09; in white/red and blue c/s; l/n VKO 24apr12; seen VKO 10aug12 without titles; l/n GOJ 08oct12
66490	RA-65557	Tu-134A-3	RusJet n/t	VKO	27oct12	in white/red and blue c/s; l/n GOJ 03nov14; canx before apr16
	CCCP-65995	Tu-134AK	KGB/Border Guards	mfd	25oct84	line # 63-66; rgd 29dec84; in Aeroflot c/s; f/n VKO 19may91; l/n VKO 16aug92, as a Tu-134A-3
66500	RA-65995	Tu-134A-3	FSB/Border Guards	VKO	27apr93	opb oao sn FSB at VKO, but officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; was at Spereberg 24may93 with grey tail and only as Tu-134A not Tu-134A-3; l/n in basic Aeroflot c/s VKO 2000; repainted in full Rossiya c/s; f/n as such VKO 02jun01
	RA-65995	Tu-134A-3	FSB	trf	30jun03	configuration for 28 passengers; opb oao sn FSB at VKO; carried a Border Guards badge near the forward entry door by jun04, see line above; t/t 2,193 hours by 2007; l/n with 'Rossiya' titles VKO 22jul07; f/n in basic Rossiya c/s without titles VKO dec07 and l/n as such GDN 21apr08; new CoFR issued 27apr09; repainted in basic old Aeroflot c/s (but with white lower nose) without titles; f/n as such VKO 05may09; l/n OVV 28sep15
66510	RA-65995	Tu-134A-3	Kosmos	rgd	23sep16	probably to Roskosmos' subsidiary TsENKI (Centre for Operation of Ground-based Space Infrastructure Facilities); based at VKO; seen VKO 18nov16, in the same scheme as previously, no titles; seen VKO 16jun20 with Roskosmos titles; l/n LED 14jun22
	CCCP-65932	Tu-134A	MAP LII Zhukovski	mfd	29sep84	line # 63-67; rgd 05jul85; the last Tu-134A built without a rear entry door; trf to MAP Sukhoi MMZ
66520	65932	Tu-134A	MAP Sukhoi MMZ	VKO	19aug92	opb OKB Sukhoi, in Aeroflot c/s with 'Rossiya' titles (not related to the Rossiya State Transport Company) and small additional Aeroflot titles on the lower fuselage; l/n PRG 1995
	RA-65932	Tu-134A	MAP Sukhoi MMZ	VKO	15may95	leased to Samara since 20aug96; l/n KUF 16sep97
66530	RA-65932	Tu-134A-3	Samara	DME	06jul98	f/n KUF 13aug99
	RA-65932	Tu-134A-3	Gromov Air	rgd	24aug00	f/n KIA 17aug01; carried an additional 'OKB Sukhoi' badge near the door from may03 until at least aug03; in overall blue (three shades) c/s by jun06
66540	RA-65932	Tu-134A-3	S-Air	RKT	15mar07	still in the same c/s as above; operator's certificate revoked 18nov09; l/n VKO jan10
	RA-65932	Tu-134A-3	Tsentr-Yug n/t	MCX	14may15	still in the same c/s as above, stored ?; canx 19mar19
66550	CCCP-65722	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	03aug87	line # 63-68; toc 11aug87; rgd 09sep87; f/n SVO 25sep87; built as a Tu-134SKh agricultural aircraft
	CCCP-65722	Tu-134A	AFL/Centr.Reg.-IWA	trf	unknown	Tu-134SKh
66560	RA-65722	Tu-134A-3M	Ivanovo Avn Ent.	trf	30mar94	Tu-134SKh; f/n IWA 21aug96, in Aeroflot c/s and titles; l/n IWA 26aug97
	RA-65722	Tu-134A-3M	Sirius Aero	VKO	21aug02	in executive c/s; initially no titles; l/n as such VKO 18apr04; f/n with small titles on nose VKO 27jun04; l/n VKO operational jan12; being cannibalised at GOJ may12 and broken up by 18jul12

66440	CCCP-65723	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	30jun89	line # 63-69; rgd 21aug89; late mfd and rgd confirmed; on charge as of 01jul90; f/n MHP apr91; built as Tu-134SKh agricultural aircraft	
	RA-65723	Tu-134A-3	Voronezh Avia	trf	01aug94	Tu-134SKh; f/n VOZ 18sep94, in Aeroflot c/s and titles; l/n VOZ 10aug99	
	RA-65723	Tu-134A-3M	S-Air	rgd	30apr02	conversion to Tu-134A-3M completed 23mar02; in smart three-tone blue c/s, no titles; f/n VKO 06may02; in operator's certificate of Jet Air apr07; l/n SVO 09oct08; operator's certificate revoked 18nov09	
	RA-65723	Tu-134A-3M	Jet Air Group	SVO	16aug09	l/n SVO 14aug12, white/grey c/s with blue stripe and titles under cockpit; canx before apr16; l/n GOJ 05jul16; broken up aug16, seen in sections 19aug16	
66445	CCCP-65724	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	09jun89	line # 63-70; rgd 18jul89; late mfd and rgd confirmed; on charge as of 01jul90; f/n SVO 06dec89; built as Tu-134SKh agricultural aircraft	
	RA-65724	Tu-134A-3	Voronezh Avia	trf	01aug94	Tu-134SKh; f/n SVO 03apr94, in Aeroflot c/s and titles; l/n VOZ 10aug99	
	RA-65724	Tu-134A-3M	S-Air Service, n/t	rgd	22aug00	last overhaul completed in 2002; in smart three-tone blue c/s; f/n SVO 11aug02; l/n VKO 24aug05	
	RA-65724	Tu-134A-3M	Meridian Air	VKO	02jul06	small titles on nose; l/n TKM 06jun12	
66472	65724	Tu-134A-3M	SibNIA	OVB	18aug13	in basic Meridian Air c/s with small SibNIA titles; l/n KHV 13sep24	
	CCCP-65725	Tu-134A	AFL/Central Region	mfd	23apr87	line # 63-71; built as a Tu-134SKh agricultural monitoring aircraft; toc 20may87; rgd 09jun87; probably opb Ivanovski OAO (or Voronezhski OAO)	
	RA-65725	Tu-134A-3	Aeroflot	VKO	27apr93	Tu-134SKh	
	RA-65725	Tu-134A-3	Ivanovo Avn Ent.	trf	30mar94	l/n IWA 26aug97; last overhaul completed in 2001	
	RA-65725	Tu-134A-3M	Meridian	VKO	18feb02	VIP aircraft with reinforced wing; in executive white c/s with green and grey trim and logo on fin, no titles; sold to Ukraine 25jun04; l/n VKO 24jun05; soc 15jul05	
	UR-UES	Tu-134A-3M	UES-Avia	KBP	05mar06	VIP aircraft with 31 seats; owned by Asken Aviation Limited of Cyprus; in executive white c/s with green and grey trim, no titles; used by Ukrainian businesswoman and politician Yulia Timoshenko; offered for sale apr08/apr10 with t/t 4,875 hours and 2,323 cycles, but could not be sold; was stored with ARZ-407 at MHP, seen oct08/aug18; canx 20jul10; was transported from MHP to MSQ, date unknown; sat wfu at MSQ, seen 01dec19	
	66491	CCCP-65928	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	25jun87	line # 63-72; f/n LED 04apr87, which is before mfd; toc 03aug87; rgd 09sep87; built as Tu-134SKh agricultural aircraft
		RA-65928	Tu-134A-3	Ivanovo Avn Ent.	trf	30mar94	Tu-134SKh; f/n IWA 24aug95, in Aeroflot c/s and titles; l/n IWA 26aug97
	RA-65928	Tu-134A-3M	Sirius Aero	rgd	01feb02	extra fairing under fuselage; very small titles on nose; f/n VKO 18feb02; named 'Nikolai Ignashin' since jul04; l/n VKO 12apr09; seen CKL 17aug09, titles not reported; still current on register nov09; t/t 7,280 hours and 3,248 cycles as of 01jan10	
	66495	CCCP-65929	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	24jun87	line # 63-73; f/n LED 04apr87, which is before mfd; toc 04aug87; rgd 09sep87; built as Tu-134SKh agricultural aircraft
RA-65929		Tu-134A-3	Voronezh Avia	trf	01aug94	built as Tu-134SKh agricultural aircraft; f/n VOZ 31aug97; l/n NOJ 25jul00; seen OVB 08aug02; dbr 24jun03 on take-off from Nyagan when overran the runway by 570 m when aborted take-off at a speed of 230 km/h, no casualties; soc 24aug04; l/n Nyagan 2011, (N62.104525 E65.607365) resting on pallets	
66500	CCCP-65930	Tu-134A	AFL/Central Region	mfd	30jun89	line # 63-74; rgd 31aug89; on charge as of 01jul90; built as Tu-134SKh agricultural aircraft; f/n LED 16jul91 as Tu-134A-3	
	RA-65930	Tu-134A-3	Aeroflot	VOZ	18sep94	Tu-134SKh agricultural aircraft	
	RA-65930	Tu-134A-3	Voronezh Avia	trf	01aug94	f/n FJR 25feb97; l/n VOZ 18jun99	
	RA-65930	Tu-134A-3	KrasAir	SVO	26feb00	carried 'Tu-134SKh' nose titles; leased from 01jul99 from Rus OAO; CoFR renewal 18apr00; l/n SVO 11jul00	
	RA-65930	Tu-134A-3M	Karat	rgd	09jun01	has got an extra fairing under the fuselage; privately owned and only opb Karat; leased from Independent Invest 24may01/24may03; f/n SVO 12jun01; l/n SVO 24feb07	
	RA-65930	Tu-134A-3M	Jet Air	SVO	27jul07	in white c/s with green and red stripes, no titles; already in operator's certificate apr07; l/n SVO 05sep10	
	RA-65930	Tu-134A-3M	Izhavia, n/t	trf	nov11	same c/s as above; f/n GOJ 19jun12; stored since 2015; l/n IJK sep17/may22, stored without engines	
	66550	XU-102	Tu-134A-3	Kampuchea Airlines	mfd	15dec86	line # 63-75; Tu-134AK; f/n SGN 10nov88
	CCCP-64451	Tu-134A-3	not reported	rgd	11dec89	possibly just used as an overhaul registration; f/n DXB 26jan90; no canx date in the Soviet register, see next line	
	XU-102	Tu-134A-3	Kampuchea Airlines	PNH	06sep91	l/n in its initial c/s SIN 15jul92; seen PNH 30sep92 being repainted in the new c/s, with the registration under the wing only; l/n PNH 20oct93	
	RA-64451	Tu-134A-3	Aeroflot	GOJ	22aug95	in basic Kampuchea Airlines c/s; l/n GOJ 26aug97, still with 'XU-102' on the engines; was bought by Nizhni Novgorod Airlines, but never actually operated by them; sold in 1999	
	RA-65570	Tu-134A-3	Tatneftaero	rgd	13jul00	VIP aircraft; in white c/s with green/white/red (Tatarstan flag) cheatline and logo on fin, no titles; f/n VKO 22mar01; l/n VKO 18feb02	
	RA-65570	Tu-134A-3	ShaNS-Air	rgd	25apr02	to Melgaven Management; in white c/s with grey/white/blue cheatline, no titles; f/n VKO 18jun02; l/n GOJ 21dec06; still in operator's certificate apr07	
	RA-65570	Tu-134A-3	Avialin. Dagestana	MCX	may07	still in fleet list 28nov07, see below	
	RA-65570	Tu-134A-3	Aeroflot-Plus	VKO	24aug07	leased from Avialinii Dagestana; rgd 22may08 to OOO "Rosnek"; in VIP c/s, no titles; seen in bare metal under overhaul with ARZ-407 at MHP 12may08; repainted in white/light grey c/s, no titles; test-flown after overhaul 15jan10	
	RA-65570	Tu-134A-3	South East	MRV	06jul10	in passenger configuration again; entered into the operator's certificate of Avialinii Dagestana 19apr10; in white/light grey c/s with 'South East' titles plus an 'SE' logo on the fin; t/t 5,496 hours and 4,025 cycles by 01jan11; l/n flying LED 15nov11; stored at MCX, seen 26jun13	
65570	Tu-134A-3	TANTK im. Berieva	rgd	unknown		on the experimental aviation register; in white/light grey c/s with thick blue and thin red cheatline and a TANTK logo behind the cockpit, no titles; f/n Taganrog-Tuzhny 16may15; trf to SibNIA mar16; stored at GOJ from mar16, l/n apr19; underwent maintenance at GOJ jun20; l/n HTA 27aug24	

The following registrations in the Tu-134 serial blocks have never been seen and are not mentioned in any government or factory documents; -65558, -65677, -65678, -65909, -65913, -65920, -65925, -65936/38, -65946/49, -65964 and -65997/99

87 ? Tu-134Sh navigator trainers and 2 Tu-134UBL aircraft built between 1970 and 1980

Ordinary Tu-134s and Tu-134UBLs have the registration printed on two plates on the instrument panel shrouds whereas Tu-134Sh trainers have the last four of the c/n under the early system or the complete c/n under the more recent system printed there instead! The c/n in the early system gives the year of manufacture, factory code 35 for factory 135), the batch number and the number in the batch

0 35 00 01	"01" red	Tu-134Sh-1	Soviet Air Force	mfd	27jan71	first prototype, 16 windows on port side, as per Tu-134As in the civil batches 10-12
	"01" red	Tu-134Sh-1	Russian Air Force	Akc	14aug96	opb the GK NII VVS; in standard red c/s
0 35 00 02	not known	Tu-134Sh-2	Soviet Air Force	mfd	17mar71	version not confirmed
1 35 01 01	not known	Tu-134Sh.	Soviet Air Force	mfd	dec71	
1 35 01 02	not known	Tu-134Sh.	Soviet Air Force	mfd	dec71	
2 35 01 04	? "63" blue	Tu-134Sh-2	Russian Air Force	ph.	> 1992	photo of the flight deck taken in Orsk after 1992 at an open house showed 0104 on c/n plates, given full c/n surmised !; in standard red c/s
2 35 01 05	not known	Tu-134Sh	Soviet Air Force	photo		black and white photo at Shadrinsk of the forward fuselage only, in standard c/s
2 35 02 02	"02" red ?	Tu-134Sh-2	Soviet Air Force	mfd	30aug72	code also reported as "01" red; opb Voroshilovgradskoye VVAUSh at Voroshilovgrad; w/o 25may84 on a flight from Zhdanov (now Mariupol) to Voroshilovgrad when broke up in mid-air 12 minutes after take-off and crashed near Donetsk, all 3 crew and the sole passenger (the commander of VVAUSh) killed, the cause of the accident was that the back-up DR-134M yaw damper power-wires had been cross-wired to the wrong contacts during overhaul at Chelyabinsk and the damper induced yaw instead of damping it when it kicked in during severe turbulence, oversteering the airframe after 38 seconds; t/t 3,173 hours and 2,370 cycles
2 35 02 03	"92" red	Tu-134Sh	Soviet Air Force	MHP	13mar90	c/n checked; equipped with special pods which might actually be nothing more than the strake-like fairings of the Tu-134Sh-1's BD-360 multiple ejector racks
2 35 02 04	no code	Tu-134Sh-1	Soviet Air Force	mfd	nov72	a black and white photo exists in standard c/s, Soviet Armed Forces 'quality' badge by the nose and without code (removed); the photo caption says 'c/n 2350201 before being converted into a flying laboratory at LI'; see next lines regarding these c/n issues
CCCP-65562		Tu-134LL	MRP NPO "Vzlyot"	rgd	07may86	used for the testing of electro-optical guidance systems of missiles. with fairings on the forward and underside of the fuselage; c/n in factory records and Soviet register as 2350204, version given as Tu-134A in Soviet register; canx 29jun88 as to the Soviet Air Force; f/n ZIA 11aug92, in Aeroflot c/s, type painted as just 'Tu-134'; the plates in the cockpit of CCCP-65562 (photo proof) read 65562
RA-65562		Tu-134LL	Zhukovskii LIIP	ZIA	03sep93	reported for Gromov Air; in Aeroflot c/s, no titles; c/n checked as '0104' and '0201' Zhukovskii 24aug95, c/n checked again as '0104' in 1999 !; seen derelict ZIA (N55.570863 E38.141588) aug01/06sep20
2 35 02 07	"71"	Tu-134Sh-1	Soviet Air Force	photo		black and white photo in standard c/s; opb 108 uap at Shadrinsk
2 35 02 08	"03"	Tu-134Sh-1	Soviet Air Force	mfd	mar73	f/n Chelyabinsk-Shagol 1979; c/n not 100% clear at base of fin on black and white photo; small 'lightning-bolt' cheatline with larger cheatline above, Red star on the fin
	"01"	Tu-134Sh-1	Soviet Air Force	photo		black and white photo exists with c/n at the base of the fin, Red star on the fin with code on a white patch on the engine; another black and white photo exists CKL 26oct76 in use as a VIP transport by the Cosmonaut Detachment, in the exact same c/s, with the code given as "01" red, but the c/n cannot be read on this photo
3 35 03 02	CCCP-65561 not known	Tu-134 Tu-134UShS	MAP NPO "Vzlyot" Soviet Air Force	rgd mfd	20nov87 1973	c/n confirmed; canx 29jun88 as to the Soviet Air Force
	"76" blue	Tu-134UShS	Russian Air Force	trf	1992	version given as such on the placard in front of the aircraft in the long-range aviation museum at Engels, but is probably not official
	"76" red	Tu-134UShS	Russian Air Force	Eng	sep12	opb long-range aviation as a trainer for navigators; armed with 8 P-50T imitation bombs; in standard 'red' c/s; preserved in the long-range aviation museum at Engels from 2003, seen aug03/aug10
3 35 03 03	"10" red	Tu-134Sh-1	Soviet Air Force	MHP	photo	the colour of the code on the engine was changed (but the code on the nose-wheel door remained blue); preserved in the long-range aviation museum at Engels (N51.475945 E46.188903), seen sep12/oct19
3 35 03 04	"77" blue	Tu-134Sh-1	Russian Air Force	MHP	09sep93	converted to Tu-134Sh-SL avionics test-bed (also called SL-134Sh); in standard red c/s with c/n painted behind cockpit
3 35 03 05	"51" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	c/n checked as 0304, no year or factory number
3 35 04 01	"78" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	c/n checked; in standard red c/s; still present MHP 13jun99/jun01; code was possibly "31" blue in the past, partly visible on the engine
						c/n checked; in faded standard red c/s; still present MHP jun01

3 35 04 03	"87" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	c/n checked; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); still present MHP 23aug96/13jun99; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; broken up by aug15, photo exists of the tail section only, first digit of bort cannot be seen
. 35 04 04	not known	Tu-134Sh	Soviet Air Force	no	reports	the last Tu-134Sh in the early c/n system, first digit either 4 or 5
From 1974 onwards the famous 'last five digit' c/n also was introduced prefixed by the year of production and the factory number (35 for factory 135). They were, however, still built in batches, each batch consisted of 5 aircraft until batch 18 which had only 2 aircraft.						
5 35 50550	"74" blue	Tu-134Sh-1	Russian Air Force	MHP	05jul95	c/n checked; the first Tu-134Sh in the new c/n system, line # probably 04-05; in very faded standard red c/s; still present MHP 18aug97
5 35 50580	"86" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	c/n checked; still present MHP 23aug96; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; in Rosimushchestvo (State Property Agency) listing 2010; l/n Chelyabinsk-Shagol 25aug12; photo jul15, missing rear fuselage and tail section
5 35 50600	"80" red	Tu-134Sh-1	Russian Air Force	MHP	13may96	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); still present MHP 23aug96; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; broken up Chelyabinsk-Shagol by aug15
5 35 50650	"82" red	Tu-134Sh-1	Russian Air Force	MHP	13may96	c/n checked; passenger aircraft; in standard red c/s; seen Klin-5 airbase 16aug96 and still present 31jul97 with "297" on shield in the nose wheel bay
6 35 50700	not known "71" blue	Tu-134Sh-1 Tu-134Sh-1	Soviet Navy Ukraine Air Force	mfd Spr	1976 sep92	c/n from a service bulletin in standard red c/s, large code on forward fuselage, arrived from Ukraine via Prague; seen Kbely 22nov92 in white c/s with blue cheatlines and Ukraine Air Force logo on tail, large code on forward fuselage; confirmed as the same aircraft; l/n Kbely jun96
	no code	Tu-134Sh-1	Atlant	Mkk	08may98	in white c/s with blue cheatlines, titles and tail logo; seen Mykolayiv-Kulbakino 31aug05/31aug13, code "71" blue bleeding through on forward fuselage, with very faded titles, original red paint bleeding through on tail and rear fuselage; mentioned in official document aug08 as based at Mykolayiv-Kulbakino, type given as Tu-134A; broken up sep13
6 35 50705	"01" red	Tu-134Sh-1	Soviet Air Force	ZIA	16aug92	c/n checked: converted to an ELINT testbed in the late 1980s, in standard red c/s; still present Zhukovski 24aug95 and c/n checked twice by the authors as 6350705, (not 6350783 as this was a misread at the 1993 MAKs); as the year in the c/n indicates it must be within the post-1974 sequences; possibly the c/n plate was missing one digit and it should be 63550705 !
6 35 50720	"84" red	Tu-134Sh-1	Russian Air Force	mfd	17sep76	carried "347" on a shield in the nose wheel bay; opb 978 vtap PVO (renamed 78 ovtae 01jul01) at Klin; f/n MHP 13may96, c/n checked; seen again Klin 31jul97 and 20aug01; the BD-360 racks were removed but photos of the interior taken in 1998 show all trainee workstations were still in place, presumably used for proficiency training to save the service life of the unit's Tu-134 "Balkany" ABCPs; offered for sale by the Russian privatisation agency sep05, but could not be sold; l/n wfu at Klin aug06, in standard red c/s; offered for sale as scrap metal 21may08
6 35 50730	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50752	"57" red	Tu-134Sh-1	Russian Air Force	no	reports	based Chelyabinsk-Shagol
6 35 50770	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
6 35 50790	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50795	not known "02" black	Tu-134Sh-1 Tu-134A	Soviet Navy Russian Navy	mfd VVO	11aug77 18apr97	later converted to a VIP aircraft, see next line
	RA-50795	Tu-134A	Russian Navy	VVO	31aug07	c/n not checked, but comes from a 2007 tender document; version painted as 'Tu-134A' and also as such in documents, but the aircraft retains the larger chin radome housing and window configuration as per a Tu-134Sh-1; opb 71 ovtae at VVO, the personal aircraft of the Commander of the Pacific Fleet; in basic Aeroflot c/s with 'Rossiya' titles and a Russian Navy flag behind the cockpit
	RF-66002	Tu-134A	Russian Navy	VVO	05jun13	version painted as 'Tu-134A'; not on register as of aug10; opb 71 ovtae at VVO; also carried the code "02" blue on the nose-wheel door; in basic 'blue' Aeroflot c/s with an additional blue 'lightning-bolt' pinstripe, white underside of the extreme nose and tapered blue engine nacelles, with a Russian Navy flag behind the cockpit and 'Tikhookeanskiy Flot Rossi' (Russian Pacific Fleet) titles on the fuselage; l/n VVO 30mar13
	RF-66002	Tu-134A-3	Russian Navy	MHP	oct14	version painted on as 'Tu-134A'; opb 71 ovtae at VVO; also carried the code "02" blue on the nose-wheel door; in basic 'blue' Aeroflot c/s with an additional blue 'lightning-bolt' pinstripe, white underside of the extreme nose and tapered blue engine nacelles, with a Russian Navy flag behind the cockpit, 'Tikhookeanskiy Flot Rossi' (Russian Pacific Fleet) titles on the fuselage and 'MA VMF Rossi' titles on the fin; l/n VVO 05jun13
7 35 50799	not known	Tu-134Sh	Soviet Air Force	no	reports	also carried the code "02" blue on the nose-wheel door; in exactly the same c/s as above; left MHP for the Far East 26nov14; named 'Georgi Grossu' 05mar16 after a distinguished naval aviator who died 22oct15; f/n as such VVO 28apr16; l/n GOJ jul23 still wearing 'Tikhookeanskiy Flot Rossi' (Russian Pacific Fleet) titles on the fuselage and 'MA VMF Rossi' titles on the fin
7 35 50815	CCCP-65098	Tu-134A	MRP NPO "Leninets"	rgd	17jan78	c/n from a service bulletin
	CCCP-65098 65098	Tu-134Sh Tu-134Sh	NPP "MIR" NPP "MIR"	Pus Pus	24may99 05aug01	in Aeroflot c/s; f/n SXF may78; converted to a Tu-134SL (also called SL-134Sh) avionics test-bed; still carried 'Tu-134A' nose titles; originally probably with a PNA-D development radar, later with a N-001 "Mech" radar for the Su-27 (in a pointed nose); seen Pushkin 06jul94/07aug96
7 35 50825	not known	Tu-134Sh	Soviet Air Force	no	reports	still with prefix 'CCCP-'
7 35 50829	not known	Tu-134Sh	Soviet Air Force	no	reports	avionics test-bed for the Su-34 radar (in a pointed nose); in basic Aeroflot c/s with 'KhK "Leninets" NPP "MIR" titles and 'Tu-134Sh' nose titles; stored since the end of 2010; l/n Pushkin 11aug13; photo, in the process of being broken up at Pushkin oct14
7 35 50835	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50837	"18" red	Tu-134Sh-2	Russian Air Force	mfd	1978	c/n from a service bulletin
8 35 50900	"61" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12/01oct16, stored
	RF-66045	Tu-134Sh-1	Russian Air Force	MHP	12sep16	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; photo 2015, in very faded c/s, active; mentioned in a contract dated 01aug15 with regards costs for the ferry from Chelyabinsk-Shagol to Minsk and subsequent overhaul at MZGA-407
8 35 50905	"64" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	c/n from russianplanes.net; in standard red c/s with Russian Stars on the tail and coded "22" red; with only one emergency exit on the starboard side after overhaul; seen GOJ jul18; c/n only mentioned in a tender 01sep18 to extend the assigned service life by 1 year; l/n GOJ sep21
	RF-66046	Tu-134Sh-1	Russian Air Force	ph.	jun17	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12, stored; mentioned in a contract dated 01aug15 with regards to costs for the ferry from Chelyabinsk-Shagol to Minsk and subsequent overhaul at MZGA-407; appears in a video, active at CKL dated nov15
8 35 50909	not known	Tu-134Sh	Soviet Air Force	no	reports	in standard red c/s with Russian Stars on the tail and coded "24" red, without the first small window on the starboard side and with only one emergency exit on the starboard side after overhaul; c/n only mentioned in a tender 01sep18 to extend the assigned service life by 1 year; l/n GOJ oct21
8 35 50915	"53" blue	Tu-134Sh-1	Russian Air Force	Chh	20aug12	c/n from a service bulletin
8 35 50920	"65" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s without the first small window on the starboard side; l/n Chelyabinsk-Shagol 25aug12/01oct16; broken up jan17
	RF-66047	Tu-134Sh-1	Russian Air Force	MHP	18sep17	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; ferried to MZGA-407 at MHP 30jun16 for overhaul
8 35 50927	"57" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	at MZGA-407; in standard red c/s with Russian Stars on the tail and coded "27" red, without the first small window on the starboard side and with only one emergency exit on the starboard side after overhaul; l/n jul18, location withheld; c/n only mentioned in a tender 01sep18 to extend the assigned service life by 1 year; l/n MSQ 07sep19
	RF-66013	Tu-134Sh-1	Russian Air Force	ph.	oct17	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; ferried to MZGA-407 at Minsk 30jun16 for overhaul
8 35 50933	not known	Tu-134Sh	Soviet Air Force	no	reports	in standard red c/s with Russian stars on the tail and coded "26" red; l/n 02jul18, location withheld; c/n only mentioned in a tender 01sep18 to extend the assigned service life by 1 year; l/n Chelyabinsk-Shagol 2021
8 35 50945	"63" blue	Tu-134Sh-2	Russian Air Force	mfd	1978	c/n from a service bulletin
8 35 50950	not known "62" blue	Tu-134Sh-2 Tu-134Sh-2	Soviet Air Force Russian Air Force	mfd	1978	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12, wfu
	RF-66015	Tu-134Sh-2	Russian Air Force	MHP	29dec16	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; f/n Chelyabinsk-Shagol 2010; l/n Chelyabinsk-Shagol 25aug12; trf to filial VUNTs VVS "VVA" at Chelyabinsk-Shagol 01jul13; mentioned in a contract dated 01aug15 with regards to costs for ferry from Chelyabinsk-Shagol to Minsk and subsequent overhaul by MZGA-407
8 35 50956	not known "83" blue	Tu-134Sh-2	Soviet Air Force	no	reports	also carried code "23" red; opb filial VUNTs VVS "VVA" at Chelyabinsk-Shagol; in standard red c/s with Russian stars, no titles; a photo of the cockpit oct17 clearly shows the c/n on a plate; l/n CKL feb22
8 35 50960	not known "85" blue	Tu-134Sh-2	Soviet Air Force	Akc	2010	c/n from a service bulletin
8 35 50968	"38" blue "38" blue	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Soviet AF/PVO Russian Air Force	Akc mfd Kln	mar11 15may79 06may94	c/n from a service bulletin in standard red c/s; c/n from russianplanes.net; reported decommissioned 09may10 opb 978 vtap PVO at Klin; initially in white/light grey c/s with red trim; later repainted as below opb 78 ovtae at Klin; in white/light grey c/s with blue stripes on fuselage and blue fin with large Red Star; seen Klin 20aug06, looking airworthy; l/n Klin 12aug12, c/n checked, wfu; broken up 2013

8 35 50970	"34" blue	Tu-134Sh-2	Soviet AF/PVO	mfd	19apr79	opb 978 vtap PVO at Klin; photo, in white/light grey c/s with white fin and Soviet flag, the fin came from a cannibalised civil aircraft a replacement for the original fin which had been damaged, later repainted with a small Red star (the Soviet flag was still visible under the paint)
	"34" blue	Tu-134Sh-2	Russian Air Force	Kln	06may94	opb 78 ovtae at Klin; c/n checked Klin 12aug12; in white/light grey c/s with blue stripes on fuselage and blue fin with large Red Star; seen wfu at Klin, with parts missing sep07/aug12; broken up 2013
9 35 50975	"04" red	Tu-134Sh-2	Russian Air Force	mfd	1979	opb Chelyabinski VAISH at Chelyabinsk-Shagol; offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; l/n Chelyabinsk-Shagol 01sep12; photo jul15, missing rear fuselage and tail section
9 35 50978	"06" red	Tu-134Sh-2	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12
9 35 50980	"10" red	Tu-134Sh-2	Russian Air Force	Chh	25aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s
9 35 50983	"40" blue	Tu-134Sh-2	Soviet AF/PVO	no reports		opb 978 vtap PVO at Klin
	"40" blue	Tu-134Sh-2	Russian Air Force	Kln	06may94	in standard red c/s; l/n Klin 16may99; c/n not confirmed but probably the same aircraft; photo CKL aug01 still in very faded standard red c/s
	RF-95949	Tu-134Sh-2	Russian Air Force	ROV	26apr18	opb 1338 its at Chkalovsk; type painted on as 'Tu-134A'; in basic Aeroflot c/s with blue engines and lower tail, no titles; l/n CKL may11
9 35 50990	"08" red	Tu-134Sh-2	Russian Air Force	Chh	22may08	after overhaul at Rostov (RZGA No. 412); with 'GLITS Im. B.P. Chkalova' titles and GLITS badge behind cockpit; in light grey c/s with dark grey undersides, blue 'lightning-bolt' outlined in white and Russian flag on the fin; l/n 2020, location withheld
	RF-66019	Tu-134Sh-2	Russian Air Force	MHP	27jun18	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; seen Chelyabinsk-Shagol 25oct14, still active as such in 2017
9 35 50995	"02" red	Tu-134Sh-2	Russian Air Force	Chh	20aug12	in standard red c/s with Russian Stars on the tail and coded "40" red; the last aircraft overhauled at MHP, departed this date and landed at MSQ after a three hour test flight; l/n MSQ jun19
	RF-66020	Tu-134Sh-2	Russian Air Force	ph. Chh	sep17 2010	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 2014; mentioned in a contract dated 01aug15 with regards costs for the ferry from Chelyabinsk-Shagol to Minsk and subsequent overhaul at MZGA-407
9 35 50999	"52" blue	Tu-134Sh-2	Russian Air Force	Chh	20aug12	in standard red c/s with Russian Stars on the tail and coded "25" red; l/n MSQ 15apr19
	RF-66022	Tu-134Sh-2	Russian Air Force	ph. MHP	dec16 19may05	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; in Rosimushchestvo (State Property Agency) listing 2010; l/n Chelyabinsk-Shagol 25aug12/01oct16, stored
	RF-66023	Tu-134Sh-2	Russian Air Force	Chh	oct16	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; went to MZGA-407 at Minsk for overhaul in 2015
9 35 51005	"03" red	Tu-134Sh-2	Russian Air Force	ph. MHP	dec16 19may05	in standard red c/s and coded "21" red; l/n Chelyabinsk-Shagol jan22
	RF-66023	Tu-134Sh-2	Russian Air Force	Chh	oct16	in ARZ-407; l/n MHP 06jun08 after overhaul in standard red c/s, c/n not checked these dates; already featured in tender published 18may07; seen Chelyabinsk-Shagol aug08; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); l/n Chelyabinsk-Shagol feb15
9 35 51010	"70" blue "04" black 551010	Tu-134Sh-2 Tu-134Sh-2 Tu-134Sh-2	Soviet Navy Ukraine Air Force Ukraine Air Force	mfd VIN KBP	02nov79 10may98 21may08	in standard red c/s and still coded "03" red; l/n MSQ 15apr19; seen MSQ 25feb20 now coded "39" red with Russian Stars and "VKS Rossii" titles on the tail; l/n Chelyabinsk 2021
9 35 51016	"21" blue "21" blue	Tu-134Sh-2 Tu-134Sh-2	Soviet AF/PVO Russian Air Force	mfd Kln	10dec79 06may94	no reports, based at Mykolayiv-Kulbakino, code visible under paint, see next lines
9 35 51020	"07" red	Tu-134Sh-2	Russian Air Force	Chh	20aug12	c/n not confirmed; l/n KBP 25apr99, see next line
9 35 51025	not known RA-14	Tu-134Sh Tu-134Sh	Soviet Air Force Russian Air Force	no no	reports reports	VIP interior for 13 pax; last flight 15apr02; offered for sale by SkyBirdHeli 27may06 with t/t 1,164 hours and 1,464 cycles, type given as Tu-134A-3; under the paint looks to be "04" behind the cockpit with "70" blue below the headline; l/n KBP 30sep12/16apr19, stored; in official document 2012 for disposal with military unit given as A2215 at KBP at the time; l/n KBP 04oct19
	"14" red UN-65120(2)	Tu-134A Tu-134A	Kazakh Air Force Kazakh Government	ALA ALA	16apr00 19may04	opb 978 vtap PVO at Klin
9 35 51030	"12" red	Tu-134Sh-2	Russian Air Force	Chh	12aug06	opb 78 ovtae at Klin; c/n checked Klin 12aug12; in standard 'red' Tu-134Sh c/s; offered for sale by Russian privatisation agency dec07, but could not be sold; seen wfu at Klin with parts missing, aug06/aug12; broken up 2013
9 35 51040	RF-66025 "09" red	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Russian Air Force	MSQ Chh	18nov22 01oct11	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12/01oct16, stored
0 35 51045	RF-66026 "33" red	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Russian Air Force	Roc Chh	19sep15 25aug12	c/n from a service bulletin
	RF-66027	Tu-134Sh-2	Russian Air Force	MSQ	04aug22	c/n not confirmed; reported as converted to VIP version in book by D. Komissarov; c/n based at Chelyabinsk-Shagol and exported to Kazakhstan 14jan00, entered service with mil. unit 53975 at Almaty
9 35 51050	"31" red	Tu-134Sh-2	Russian Air Force	Chh	21sep00	c/n not confirmed; has the Tu-134AK style emergency door on the port rear fuselage and Tu-134Sh-2 window configuration on the starboard side; l/n Zhetigen 02may15; was assessed 29sep17 for a projected auction at Zhetigen (military unit 65229), but determined to be unfit for return to flight operations; see c/n 60482
0 35 51055	RF-66028 not known "32" red	Tu-134Sh-2 Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Soviet Air Force Russian Air Force	ph. mfd Chh	2018 1980 16feb09	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; seen MHP 12may08/06jun08 after overhaul, c/n not checked these dates; was active until 2015; seen Chelyabinsk-Shagol aug17 stored, l/n MSQ 10nov20, arrived for overhaul this date with MZGA-407
	RF-66029	Tu-134Sh-2	Russian Air Force	Chh	may16	in standard red c/s with Russian stars and 'VKS Rossii' titles, carried also code "19" red
0 35 51060	"34" red	Tu-134Sh-2	Russian Air Force	Chh	2008	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; l/n Chelyabinsk-Shagol jul14
	RF-66030	Tu-134Sh-2	Russian Air Force	Chh	mar19	in standard red c/s with Russian stars on the tail and still coded "34" red; seen MSQ (at MZGA-407) 24sep21, now with 'VKS Rossii' titles; l/n MSQ 11feb22
0 35 51067	"36" red	Tu-134Sh-2	Russian Air Force	CKL	apr10	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 17feb14, active
0 35 51072	RF-66031 "15" red	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Russian Air Force	Chh Chh	aug15 18jul11	in standard red c/s with 'VKS Rossii' titles and still coded "36" red; l/n MSQ at MZGA-407 12nov19
	RF-66032	Tu-134Sh-2	Russian Air Force	Chh	jul15	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; seen KLD mar12; l/n Chelyabinsk-Shagol feb15, active
0 35 51078	"35" red	Tu-134Sh-2	Russian Air Force	MHP	30jul09	in standard red c/s with 'VKS Rossii' titles and still coded "15" red; l/n MSQ (at MZGA-407) feb20; received 'VKS Rossii' titles and Russian stars after overhaul and now coded "38" red; f/n MSQ 03dec20; l/n Chelyabinsk-Shagol late 2021 active
0 35 51081	RF-66033 "30" red	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Russian Air Force	MSQ Chh	11jan23 jun08	after overhaul, c/n not checked this date; already featured in tender published 18may07; in standard red c/s; seen Chelyabinsk-Shagol mar10; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); l/n Chelyabinsk-Shagol 25jun10
0 35 51088	RF-66034 "37" red	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Russian Air Force	Chh Chh	sep15 09apr09	in standard red c/s with 'VKS Rossii' titles and still coded "35" red
	RF-66035	Tu-134Sh-2	Russian Air Force	Chh	nov15	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; seen Chelyabinsk-Shagol 20mar09; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; seen ROV 19aug12 for overhaul; seen Chelyabinsk-Shagol 13mar14, active with additional 'VVS Rossii' titles and Russian Stars on tail; l/n OVB 17feb15, active
0 35 51092	"16" blue	Tu-134Sh-2	Russian Air Force	mfd	29sep80	in standard red c/s with 'VVS Rossii' titles and still coded "30" red; l/n Chelyabinsk-Shagol mar17
0 35 51097	"17" red	Tu-134Sh-2	Russian Air Force	Chh	22may08	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; seen ROV 23jun11; seen ROV 23apr12 in standard red c/s with additional 'VVS Rossii' titles; l/n PEE jul13
0 35 51102	RF-66036 not known	Tu-134Sh-2 Tu-134Sh	Russian Air Force Russian Air Force	Chh no	08feb16 reports	in standard red c/s with 'VVS Rossii' titles and still coded "37" red; l/n 2018, location withheld; seen MSQ 09aug23, with 'VKS Rossii' titles
0 35 51108	"20" red	Tu-134Sh-2	Russian Air Force	Chh	15jul10	seen Ryazan aug95 and 29jun02 in white c/s with blue cheatlines and Russian flag on tail, c/n not checked these dates; opb 1449 AB at Tambov; l/n Tambov-Military (West) 14aug12; still present by may16, wfu and will not fly again; subsequently scrapped according to ATDB
0 35 51115	RF-66038 not known "19" red RA-19	Tu-134Sh-2 Tu-134Sh-2 Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Soviet Air Force Russian Air Force Russian Air Force	Chh mfd Kub Rzd	aug15 19dec80 11apr92 03sep93	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010
						line # 17-04 from info sheet in RZGA No. 412; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red fin c/s; seen undergoing overhaul with RZGA No. 412 at Rostov-na-Donu 02nov11, stripped of paint; seen Rostov-na-Donu 28may12 in standard red c/s, with additional 'VVS Rossii' titles; seen Rostov-na-Donu jul12 during test flight; l/n OVB 03jun15
						in standard red c/s with 'VVS Rossii' titles and still coded "20" red; l/n Chelyabinsk-Shagol 2019
						c/n not confirmed; in standard red c/s; brought VIPs to the first open house at Kubinka this date
						opb Tambovskoye VVAUL at Tambov; featured in tender held 18may07; initially in basic 'blue' Aeroflot c/s, no titles; temporarily carried 'Rossiya' titles, seen as such Ryazan-Dyagilevo 28may99 and Tambov-Military

(West) 17aug01; seen IKT 11nov05 and 12sep06 without titles; in basic 'polar' Aeroflot c/s with additional '75 let TVVAUL' titles on the nose from autumn 2006; named 'Marina Raskova' 25dec06 after a famous female Soviet pilot of the 1930s/40s; I/n active Tambov-Military (West) 24may08; preserved in the air base museum at Tambov-Military (West) (N52.705419 E41.379816) from 2009, f/n jun10; I/n Tambov 25may19
c/n from a service bulletin

0 35 51137 not known Tu-134Sh Soviet Air Force no reports

Tu-134UBL pilot trainers and Tu-134UBK/Tu-134UBKM crew trainers built between 1981-1983 (79 aircraft ?)

All Tu-134UBLs were quasi-civil during pre-delivery flight tests, wearing test registrations matching the c/ns but those are not given in the list below unless we have a record as such.

0 35 51120	not known "40" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd MHP	14feb81 08may95	c/n and version confirmed (not a Tu-134Sh !) c/n checked as starting with a 6 instead of a 0, but that was either a painting or a reading error; in grey c/s with red 'lightning-bolt' cheatline; I/n MHP 13jun99 named 'Desyatina' after an ancient Russian measuring unit; I/n Lipetsk sep08 named 'Desyatina', also carried the code "14" blue on the nose-wheel door; I/n Tambov-Military (West) 25may19
0 35 51127	not known "30" red	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	Tbv CKL	27may07 jun12	version confirmed (not a Tu-134Sh !) opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; officially stored with 1449 AB at Tambov by 2011, but seems to have been preserved in the base museum (N52.706536 E41.379719), seen 27may06/may18; see also c/n 64435 and 64845
64000	not known "20" blue	Tu-134UBL Tu-134A-4	Soviet Navy Russian Navy	mfd Sev	1981 15jun07	the prototype of the Tu-134UBL version; converted during the second overhaul to, see next line VIP aircraft, personal transport of the commander of the Black Sea Fleet; based at Gvardeiskoye; in light grey c/s with blue 'lightning-bolt' cheatline, a Russian flag on the fin, a Russian Navy flag behind the cockpit and a 'dolphin' badge behind the forward entry door; I/n Rostov-na-Donu-Tsentralny 30jul11
	RF-12000	Tu-134A-4	Russian Navy	Gvd	01nov11	VIP aircraft, personal transport of the commander of the Black Sea Fleet; also carried the code "20" blue on the nose-wheel door; initially based at Gvardeiskoye; in light grey c/s with blue 'lightning-bolt' cheatline, a Russian flag on the fin, a Russian Navy flag behind the cockpit and a 'dolphin' badge behind the forward entry door; based at Saki by 2017; seen MSQ 22mar19 after overhaul; I/n 2021, location withheld
64010	CCCP-64010 "11" red	Tu-134UBL Tu-134UBL	Soviet Air Force Soviet Air Force	mfd Pus	01sep81 06jul94	late mfd; test registration trf to MRP/LNPO "Leninets" around 1982; converted to an avionics test-bed for the Tu-95MS's "Obzor" target illumination radar; never carried the code "100" blue as reported Pushkin sep95 (the error is explained by the fact that the aircraft has never been repainted since new, the code "11" red has faded and the test registration CCCP-64010 has begun to bleed through the grey paint on the engine nacelles, creating the false impression that the aircraft is coded "100" blue); I/n Pushkin may99; converted by ARZ-407 (see next line); see c/n 64148
	RA-65945 RA-65945 RA-65945 RA-65945 RA-65945	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Rus LK ZAO, n/t Billing OOO Avcom, n/t Meridian Air SportAviaServis	rgd rgd LED VKO VKO	25sep02 20dec02 19feb05 24jun06 01feb09	c/n confirmed in Russian register f/n ALA 22feb03, opf Orenburg Airlines; I/n SVO 07jul04 leased 31dec03/31dec05; in white/green c/s offered for sale 22nov07 with t/t 3,814 hours and 2,449 cycles; I/n VKO 01feb09 in silver c/s with blue tail, small titles only, carried an additional 'Kosmos' sticker; I/n operational VKO 08aug10; seen VKO 22jun11, missing tail and outer part of both wings (major overhaul or cannibalised ?); seen 09oct11, now with outer wings attached; I/n jan12/jun12 as such; canx before apr16
64020	CCCP-64020 "02" red	Tu-134UBL Tu-134UBL	Soviet Air Force Soviet Air Force	mfd	10dec82	late mfd; undertook acceptance tests and trials opb GK NII VVS at Aktyubinsk; had a spin recovery parachute in a fat tailcone (no APU) for high-alpha/low-speed trials at one stage
	"20" red	Tu-134UBL	Russian Air Force	ph.	30may15	code from wheel door only; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov and in listing 2011; see c/n 64315; reported as scrapped by ATDB
64027	not known "42" red "42" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Rzd Tbv	24aug81 20aug95 29aug07	I/n Ryazan-Dyagilevo 18jun99; c/n not confirmed for these sightings opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; I/n Tambov-Military (West) 26aug12/30may15, with "24" red also visible on the engine cowling; reported as scrapped by ATDB
64035	not known "21" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd MHP	01sep81 08may95	c/n checked twice, but reported by ARZ-407 at Minsk as being 64325 see also this c/n !; in grey c/s with red 'lightning-bolt' cheatline; I/n MHP 18aug97
	"21" blue	Tu-134UBL	Russian Air Force	Tbv	27may06	opb 1449 AB at Tambov; small code on nose wheel door only; in grey c/s with blue 'lightning-bolt' cheatline and blue stripe at base of fin; named 'Angara' after a river in Eastern Siberia; featured in tender 18may07; I/n Tambov-Military (West) 30may15
64041	not known "01" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Rzd	25aug81 28may99	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; photo Tambov-Military (West) before may06, stored; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/aug12 and still in listing 2011; photo proof of two different "01" red aircraft at Tambov-Military (West), both aircraft seen the same date, see also c/n 64134
64055	"14" red "22" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	01sep81 26may07	code visible under paint, see sightings next line opb 388 uae at Tambov; in grey c/s with red 'lightning bolt', Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; see c/n 64640; I/n Tambov-Military (West) 26aug12/07jun16, stored; reported as scrapped by ATDB
64065	not known "12" red "23" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP Tbv	29aug81 13may96 29aug07	line # 67-10 c/n details from factory at Minsk; in grey c/s with red 'lightning-bolt' cheatline; I/n MHP 18aug97 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011
64073	CCCP-64073 "16" red	Tu-134UBL Tu-134UBL	Soviet Air Force Soviet Air Force	photo Kub	11apr92	'CCCP'- registration probably related to the c/n c/n from wheel chocks, but not checked in the nose wheel well and not 100% sure if the chocks really belonged to this aircraft
	"31" blue	Tu-134UBL	Russian Navy	Osv	15jul06	c/n not checked; small code on nose wheel door only; in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit; featured in tender held 18may07; seen Yeisk 10jun11; I/n EIK 20jul13/19jul14 with the given c/n on the engine covers
	RF-12041	Tu-134UBL	Russian Navy		26nov14	also coded "31" blue, with small code on nose wheel door only, in grey c/s with blue 'lightning bolt', Russian Navy flag behind the cockpit and Russian flag on the tail; I/n CKL 05may15; re-coded "53" blue by jul15; seen CKL 30oct15 with 'MA VMF Rossii' titles on the tail; I/n MSQ 19oct17; converted at MZGA-407 to, see next line
	RF-12041	Tu-134A-4	Russian Navy	MSQ	25mar19	repainted in very dark grey c/s with 'Russian flag' cheatline, large 'Voyenno-Morskoi Flot' titles on the fuselage, small 'MA VMF Rossii' titles and a Russian flag on the fin, Russian Navy flag behind the cockpit and coded "53" white; I/n Levashovo 19oct24
64083	not known "28" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no	31jul81 reports	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; possibly it is the aircraft coded "08" red on the engine, with "28" on the nose wheel door, seen Tambov-Military (West) 27may06/ 26aug12
64095	not known "23" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd IKT	07aug81 21apr05	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; I/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; I/n Tambov-Military (West) 14aug12/30may15
64100	not known "10" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	19aug81 27may06	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/may15 and still in listing 2011
64121	64121	Tu-134UBL	Russian Air Force	mfd	1981	line # 65-03; opb 652 uap 43 TsBP i PLS at Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 28may99 with Rossiya titles, see below
	64121	Tu-134UBL	Russian Air Force	Rzd	08aug99	opb 37th Air Army; reportedly based at Tambov-Military (West) until about 2002/03; with blue 'lightning-bolt' cheatline and blue stripe on lower fin, badge with lake Baikal behind the cockpit; originally without titles, but later named 'Baikal'; I/n Tambov-Military (West) 17aug01; see also c/n 64812 "18" blue named 'Baikal'
	"121" blue	Tu-134UBL	Russian Air Force	UUS	12mar06	converted to a VIP aircraft; personal aircraft of the Plenipotentiary Representative in the Far Eastern Federal District, opb 257 osap at Khabarovsk-Bolshoi; with blue 'lightning-bolt' cheatline and blue stripe on lower fin, small code on nose wheel door only; named 'Graf Muravyov-Amurski' oct05 after a tsarist governor of the Far East; I/n Chelyabinsk-Shagol 17sep12; overhauled by RZGA No. 412 from 17jan13, t/t 7,611 hours and 7,239 cycles by the
	RF-66054	Tu-134UBL	Russian Air Force	ROV	14sep14	with blue 'lightning-bolt' cheatline and blue stripe on lower fin, named 'Graf Muravyov-Amurski'; "54" blue on nose wheel door; I/n KHV 20mar21
64134	not known "01" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	10sep81 27may06	offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may07/may17 and still in listing 2011, stored; in grey c/s with red 'lightning bolt', Red Star on fin; photo proof of two different "01" red aircraft at Tambov-Military (West), see also c/n 64041; reported as scrapped by ATDB
64140	not known "02" red "22" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP ph.	31aug81 05jul95 jun06	c/n not checked this date; seen MHP 07oct95, c/n checked; I/n MHP 18aug97 c/n checked on instrument panel Ryazan-Dyagilevo 18sep10; opb 1449 AB at Tambov; named 'Volga' 01jun02; in grey c/s with blue 'lightning-bolt' cheatline, lower half of fin in blue; I/n CKI jun11

	RF-93947	Tu-134UBL	Russian Air Force	CKL	18jun11	opb 1449 AB at Tambov; named 'Volga'; in grey c/s with blue 'lightning-bolt' cheatline, lower half of fin in blue and carried code "22" blue on the nose wheel door; seen Tambov-Military (West) 26aug12; l/n Tambov-Military (West) may15
64148	not known "44" red	Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force	no trf	reports 1992	based at Tambov opb 184 vbap at Priluki; was not seen Priluki may98; ferried to 20 ARZ at Pushkin for overhaul and modernisation to a Tu-134UBKM; probably the aircraft seen Pushkin 24may99/07aug99, c/n not checked these dates
	"11" red	Tu-134UBL	Russian Air Force	Pus	18aug03	never entered service (perhaps never transferred to Russia either); in grey c/s with red 'lightning-bolt' cheatline and faded Red star on fin; stored with 20 ARZ at Pushkin, seen aug03/aug12/jul14, still parked in the same place; parts of this aircraft seem to have been swapped with c/n 64152, see that c/n; see c/n 64010
64152	not known "43" red	Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force	no trf	reports 1992	based at Tambov opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; f/n Priluki feb95; l/n Priluki 22may98
	"43" blue	Tu-134UBL	Ukraine Air Force	r/r	2001 ?	trf to 185 vbap at Poltava circa 2001 and received a blue code; a plate in the cockpit clearly shows '64152' while the c/n plate in the nose-wheel bay reads '64148', but see that c/n (probably parts of both aircraft had been swapped in the past); in natural metal c/s with white-outlined blue 'lightning-bolt' cheatline, 184 vbap badge below the cockpit; was preserved in the Ukrainian Air Force Museum at Poltava, l/n 2005; arrived in the Oleg Antonov State Aviation Museum at Kiev (N50.405579 E30.463793) in pieces 26apr06, assembled jun08, l/n oct21
64168	"33" red	Tu-134UBL	Russian Air Force	SVX	23jun06	and Chelyabinsk-Shagol 14aug10; featured in tender published 18may07; in all-grey c/s with red lightning-bolt cheatline outlined in white and Russian star on tail, small badge behind cockpit; in Rosimushchestvo (State Property Agency) listing 2010; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); l/n ROV 29aug11; work was completed at RZGA No. 412 09aug12
	RF-66039	Tu-134UBL	Russian Air Force	ROV	19aug12	also carried code "33" blue; in grey c/s with blue 'lightning-bolt' outlined in white, partial blue fin and Russian flag; carries small 'Aviabaza Shagol' titles on its nose; l/n OVB 01apr22
64175	not known "14" red	Tu-134UBL Tu-134UBL	Soviet Navy Russian Navy	mfd Osv	27oct81 2000	line # probably 65-08 c/n confirmed; opb 444 TsBP i PLS MA at Ostrov-Veretye; in light grey c/s with red 'lightning-bolt' cheatline, Red Stars and a Russian Navy flag on the nose-wheel door, code carried on the engine; was earmarked to become the second Tu-134UBKM, but was not converted
	"14" blue	Tu-134UBL	Russian Navy	Osv	21aug05	c/n confirmed; opb 444 TsBP i PLS MA at Ostrov-Veretye; code carried on the nose-wheel door only; in light grey c/s with blue 'lightning-bolt' cheatline, a Russian flag on the fin and a Russian Navy flag behind the cockpit; l/n CKL 20aug07
	"14" blue	Tu-134A-4	Russian Navy	Osv	16apr09	VIP aircraft; opb 444 TsBP i PLS MA at Ostrov-Veretye; code carried on the nose-wheel door only; in light grey c/s with blue 'lightning-bolt' cheatline, a Russian flag on the fin and a Russian Navy flag behind the cockpit; l/n Kubinka 26apr14
	RF-12037	Tu-134A-4	Russian Navy	EIK	10jun14	opb 859 TsBP i PLS MA at Yeisk; initially also carried the code "14" blue on the nose-wheel door; initially in light grey c/s with blue 'lightning-bolt' cheatline, a Russian flag on the fin and a Russian Navy flag behind the cockpit, no titles; l/n as such MHP 15nov14; code changed to "54" blue; f/n as such AER 16may15; l/n without titles KGD 26jul15; f/n with 'MA VMF Rossii' titles on the fin EIK aug16; seen in bare metal in MZGA No. 407 at MHP 18sep17, marked just as '64175'; reflown in autumn 2017 in bare metal, with just the registration painted on; repainted in very dark grey c/s with 'Russian flag' cheatline, large 'Voyenno-Morskoi Flot' titles on the fuselage, small 'MA VMF Rossii' titles and a Russian flag on the fin and a Russian Navy flag behind the cockpit; code changed to "54" white (now carried on the engine); f/n as such in MZGA No. 407 at MHP nov17; l/n MSQ 25may24
64182	"07" red "25" blue "34" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd no ph.	02sep81 reports 20aug03	line # 65-09; the faded code "07" red was still visible on the aircraft as preserved at Saratov as such in various documents; opb 22 tbad at Engels; wfu in 2000
64188	not known "05" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	22oct81 27may07	in grey c/s with red 'lightning-bolt' cheatline; preserved in Muzei boyevoi slavy (Combat Valour Museum) in Park Pobedy (Victory Park) at Saratov (N51.542361 E46.057888), seen aug03/aug24
64195	"06" red	Tu-134UBL	Russian Air Force	mfd	29oct81	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may07 and still in listing 2011; l/n Tambov-Military (West) 30may15
	RA-65737(2)	Tu-134B-3	RusJet	rgd	26sep07	line # probably 66-01; opb 652 uap Tambovskogo VVAUL at Tambov; this c/n was offered for sale by the Russian privatisation agency may05/mar06 with t/t 3,934 hours, was at Tambov at that time; converted by ARZ-407 at Minsk to a Tu-134B-3; there is a photo of "06" red at Tambov before may06, in light grey c/s with red 'lightning-bolt' cheatline and Red Stars; seen again disassembled at MHP 15jun06, suggesting these two sightings are probably for this aircraft
	RA-65737(2)	Tu-134B-3	Meridian	rgd	17aug12	to OOO 'Atlantis'; in grey c/s with white/blue/red (Russian flag) cheatline; last overhaul completed 31jul07; f/n in VARZ-400 at VKO 06aug07; initially without titles; l/n as such VKO may09; received 'Aircorpany RusJet' titles below the cockpit windows; f/n as such AAQ 28aug09; l/n GOJ 18apr12; see c/n 2351506
64208	not known "07" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31oct81 27may06	in light grey c/s with white/blue/red (Russian flag) cheatline and a logo below the cockpit windows, no titles; f/n GOJ 10sep12; l/n operational VKO 28oct18; l/n intact GOJ 11mar19; canx 28mar19; sat wfu at GOJ (the outer wings were cut off by may19) and used as a source of spare parts, l/n may20
64215	not known "26"	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no	05nov81 reports	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08 and still in listing 2011; l/n Tambov-Military (West) 27may17
64222	"44" "34" red	Tu-134UBL Tu-134UBL	Russian Navy Russian Navy	mfd Osv	30nov81 21aug05	opb 388 uae at Tambov; last overhaul completed 19jul86; offered for sale by Russian privatisation agency dec06/feb08 with t/t 4,026 hours and 4,775 cycles, but could not be sold; stored with 1449 AB at Tambov by 2011; reported as scrapped by ATDB
64235	not known "10" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd IKT	27nov81 13jan09	code confirmed in document 2000, based at Ostrov code confirmed in tender document apr07; opb 444 TsBP i PLS at Ostrov; in grey c/s with red 'lightning bolt', Russian Navy flag behind cockpit; seen again Ostrov 15jul06; l/n EIK 06jul11/18aug12
64245	"11" red "01" red	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	Rzd SVX	03sep93 29jun04	opb 6953 AB at Byelaya; in grey c/s with blue 'lightning-bolt' cheatline and stylized Russian flag on fin; named 'Ussuri' after a river in the south of the Russian Far East; l/n Tambov-Military (West) 30may15, stored
64258	not known "12" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd CKL	30nov81 aug03	c/n from ARZ-407 at Minsk; seen MHP 06jul95/18aug97; in grey c/s with red 'lightning-bolt' cheatline; l/n Ryazan-Dyagilevo 18jun99, the same aircraft ?
	RF-93941	Tu-134UBL	Russian Air Force	ROV	13mar12	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n SVX 20aug12, wfu, stored on the grass; c/n from russianplanes.net; in the process of being broken up at SVX 03feb15
64270	not known "15" red "45" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd no IKT	15jan82 reports 28aug07	c/n checked CKL aug03, presented in cockpit as '12 64258 815'; in grey c/s with blue 'lightning-bolt' cheatline which had been red before (paint was partially coming off by 2010), carried a large badge behind the cockpit; named 'Tsna' after a river in central Russia; opb 1449 AB at Tambov by 2011; l/n in RZGA No. 412 at Rostov-na-Donu 02nov11; work was undertaken at RZGA No. 412 22jun11-26oct11
	RF-93940	Tu-134UBL	Russian Air Force	ROV	13mar12	also carried code "12" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline; named 'Tsna'; small 'Aviabaza Tambov' titles on the lower nose; l/n 2021, location withheld
64277	not known "15" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	19jan82 27may06	opb Orskoye VVAUL at Orsk; reported in an incident report in 1999
64283	not known "17" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	05feb82 29may04	opb 6953 AB at Byelaya; in grey c/s with blue 'lightning-bolt' cheatline and blue stripe on base of fin, Russian flag on fin; named 'Barguzin' after a town in Buryatiya; l/n in RZGA No. 412 at Rostov-na-Donu 02nov11; work was undertaken at RZGA No. 412 24jun11-06dec11
	RF-93949	Tu-134UBL	Russian Air Force	Dmn	29nov13	also carried code "45" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline; named 'Barguzin'; small 'Aviabaza Tambov' titles on the lower nose; l/n Tambov-Military (West) 20aug22; seen MSQ 26jul24 without name
64300	not known "42" red	Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force	no trf	reports 1992	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen 27may07 and still in listing 2011; l/n Tambov-Military (West) 26aug12
	"42" blue	Tu-134UBL	Ukraine Air Force	r/r	2001 ?	in grey c/s with blue 'lightning-bolt' cheatline and stylized Russian flag on fin; named 'Meshchorya' after a landscape in central Russia; opb 1449 AB at Tambov by 2011; l/n ROV 13mar12
64308	not known "19" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	17feb82 27may06	also carried code "17" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline, blue stripe on base of fin and Russian flag on fin; named 'Meshchorya'; seen with additional 'VVS Rossii' titles Kubinka 08sep16; l/n OVB 28may21
64315	not known "20" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	27feb82 27may07	based at Tambov opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; f/n MHP 09sep92; overhauled by ARZ-407 at Minsk in 1993/97; seen MHP 23aug96 with an 'Avialiniyi Ukrayini' logo; delivered to Ukraine mar98; seen Priluki 03may98 and again 25jun99
64325	not known	Tu-134UBL	Soviet Air Force	mfd	27feb82	trf to 185 vbap at Poltava circa 2001 and received a blue code; in light grey c/s with blue 'lightning-bolt' cheatline; preserved in the Ukrainian Air Force Museum at Poltava (N49.617194 E34.502511), seen 2001/24sep19 (c/n checked on a plate in the cockpit 15apr10)
						in grey c/s with blue 'lightning-bolt' cheatline, Red Star on fin; seen Tambov 24may08 named 'Rossiya'; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 26aug12 without name
						opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/aug12 and still in listing 2011; see c/n 64020

	"21" red	Tu-134UBL	Russian Air Force	Tbv	09jun12	c/n not checked; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; see c/n 64035 and 64585; l/n Tambov-Military (West) 31may14; reported as scrapped by ATDB
64350	"23" red	Tu-134UBL	Russian Air Force	mfd	1982	c/n reported by Minsk ARZ for this code; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); c/n only given in Rosimushchestvo (State Property Agency) listing 2010; details from russianplanes.net; f/n Chelyabinsk-Shagol 14aug04; l/n Chelyabinsk-Shagol 20aug12/01oct16
64360	not known "24" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	1982 26may07	last overhaul completed 31jan89; offered for sale by Russian privatisation agency dec06/mar07 with t/t 4,187 hours and 1,753 cycles, was with mil. unit 24815 at Tambov at that time; in grey c/s with red 'lightning-bolt' cheatline; l/n aug12/may15, stored
64375	"35" red	Tu-134UBL	Russian Air Force	Chh	aug08	c/n in official documents by 06may83; code for this c/n not confirmed; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); c/n only given in Rosimushchestvo (State Property Agency) listing 2010; in grey c/s with red 'lightning-bolt' cheatline; code details from russianplanes.net; l/n Chelyabinsk-Shagol 20aug12/01oct16 stored
64392	not known "26" red "20" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Rzd Rzd	21mar82 03sep93 18aug05	c/n from ARZ-407 at Minsk; l/n MHP 13jun99 in grey c/s with blue 'lightning-bolt' cheatline and blue and white band on base of fin; featured in tender 18may07; named 'Ural' after the Urals mountains, opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 30may15
64400	not known "27" red "24" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP Tbv	29apr82 09sep93 27may07	c/n checked; see c/n 64793 opb 1449 AB at Tambov; named 'Amur'; in grey c/s with blue 'lightning-bolt' cheatline, fin partially in Russian colours, with 'Aviabaza Tambov' on the lower nose; under rework with RZGA No. 412 at Rostov-na-Donu from 30apr10, l/n oct10
	RF-93936	Tu-134UBL	Russian Air Force	Roc	27jun11	opb 1449 AB at Tambov; named 'Amur'; in grey c/s with blue 'lightning-bolt' cheatline, with 'Aviabaza Tambov' on forward fuselage and carried code "24" blue on the nose wheel door; small 'Aviabaza Tambov' titles on the lower nose; l/n MSQ 06sep22
64420	"28" red	Tu-134UBL	Russian Air Force	mfd	1982	line # 68-03 from info sheet in RZGA No. 412; opb Chelyabinski VAISH at Chelyabinsk-Shagol; in grey c/s with red 'lightning bolt' outlined in white, Red Star on fin and unit's badge behind the cockpit; f/n IKT 05oct05; l/n as such ROV 29apr11; seen under overhaul with RZGA No. 412 at Rostov-na-Donu 02nov11, stripped of paint; work was undertaken at RZGA No. 412 24jun11/27dec11
	RF-66042	Tu-134UBL	Russian Air Force	ROV	26dec11	also carried code "28" blue on engine and nose wheel door; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in grey c/s with blue 'lightning bolt' outlined in white, with partial blue fin and Russian flag, small 'Aviabaza Shagol' titles on the lower nose; l/n 19jun24 probably at Chelyabinsk-Shagol
64425	"29" red not known RA-65733(2)	Tu-134UBL Tu-134UBL Tu-134B-3	Soviet Air Force Russian Air Force Russ. Tax Service	mfd MHP trf	29may82 12may08 19apr07	in bare metal c/s in ARZ-407 version in documents as just Tu-134B, but painted on as Tu-134B-3; VIP aircraft; owned by FGUP Sankt-Peterburgskii inzhenerno- tekhnicheskoi tsentrb Federalnoi nalogovoi sluzhby (St. Petersburg Technical and Engineering Centre of the Federal Tax Service); opb 223 LO of the Russian Air Force at CKL (contract signed 20mar09, the Russian Air Force has to pay some € 750.000 a year for using its former aircraft which had been transferred without payment); in basic Rossiya c/s without titles; h/o 18may07; f/n MHP 19dec08; l/n LED 04dec21; see c/n 1351403 and 64450
64435	not known "30" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31may82 24may08	opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 09jun12/31may14 as such; see also c/n 64845 and 03551127
64450	"31" red	Tu-134UBL	Russian Air Force	CKL	15aug99	c/n confirmed; seen again Domna AB near Chita 09sep03; in grey c/s with blue 'lightning bolt' and stripe running up the tail; featured in tender held 18may07, code not given; l/n SVX 14may13, active
	RF-66090 RF-65733(3)	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	SVX PEE	15jun13 jun14	also carries code "31" red; in same c/s as above; l/n Chelyabinsk-Shagol 14feb14 also carries code "31" red; in same c/s as above; l/n MHP 26nov15; seen MHP 18oct16, in all dark blue/grey c/s with wavy cheatline in the colours of the Russian flag; seen MHP 18sep17 at ARZ-407; l/n OVB 01sep22; see c/n 1351403 and 64425
64454	CCCP-64454(2)	Tu-134IK	MAP LII Zhukovski	d/d	01sep83	c/n checked as 64454 which is the c/n of the Tu-134UBL fuselage (possible line # 69-07); it is presumed that it was not built as a Tu-134UBL, but constructed as a Tu-134IK airframe with the nose and tail of c/n 66140 (see there); in Aeroflot c/s, with version painted 'Tu-134A', but with several extra fairings and aerials, window and exit layout similar to a Tu-134UBL; f/f nov83; rgd 21dec83, with c/n given as 66140 in the Soviet register; was a test-bed for classified anti-submarine warfare equipment, modified at LII im. Gromova in autumn 1983 and f/f with full equipment (including synthetic aperture radars and DISS-7) dec83; was the successor to the first Tu-134IK (c/n 62400) which crashed; later replaced in this role by a modified Il-76MD oct88; l/n Pushkin 18aug91
	RA-64454(2)	Tu-134IK	MAP LII Zhukovski	Kub	25aug97	still with the same exterior look as above; reported for Gromov Air; c/n 66140 which it was originally registered as (see there) was canx circa 1998; seen CKL 15aug99, Levashovo may01 and Levashovo aug03; reportedly now in use as a transport aircraft without the mission equipment; seen CKL 29aug05, c/n checked again; l/n ROV aug12/2021, no titles
64520	not known "45" red "45" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Rzd Tbv	24jun82 28may99 26aug12	l/n Ryazan-Dyagilevo 18aug99; c/n not confirmed for these sightings opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n 27may17
64570	not known "33" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	28jun82 27may07	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, l/n may08 and still in listing 2011; reported as scrapped by ATDB
64585	CCCP-64585 "21"	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no reports	30jun82	poor quality photo, taken during pre-delivery tests, exists
64595	not known "16" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	30jun82 27may06	stored with 1449 AB at Tambov by 2011; see c/n 64325
64608	not known "36" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31jul82 09jun12	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov, seen 24may08; still in listing 2011; l/n Tambov-Military (West) 30may15; see c/n 64793; reported as scrapped by ATDB
64615	"37" red 64615	Tu-134UBL Tu-134UBL	Russian Air Force Russian MVD/VV	mfd trf	13aug82 05oct05	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 31may14/27may17; reported as scrapped by ATDB
	RA-64615 RF-66049	Tu-134UBL Tu-134UBL	Russian MVD/VV Russian MVD/VV	Roc rgd	26may07 17may06	opb Tambovskoye VVAUL at Tambov; f/n Tambov aug90 converted to a VIP aircraft; version painted on as 'TU-134-UB-L' (sic); opb 3 osae on at Chkalovski; carried the last five digits of the c/n on the nose-gear doors as registration; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n GOJ aug06
	RF-66049	Tu-134UBL	Rosgvardiya	trf	05apr16	now with the full registration on the fin; opb 3 osae on at Chkalovski; l/n CKL 23jul07 opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n CKL 20aug07; l/n LED 24feb16
64620	not known "29"	Tu-134UBL	Soviet Air Force	mfd	18aug82	opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n LED aug16; l/n LED 12dec23
64630	"25" red "25" red	Tu-134UBK Tu-134UBKM	Soviet Air Force Russian Air Force	mfd mfd Pus	08jun82 06jul94	stored with 1449 AB at Tambov by 2011 converted to, see next line
	"21" blue "15" red "15" blue	Tu-134UBKM Tu-134UBKM Tu-134UBKM	Russian Air Force Russian Air Force Russian Air Force	IKT photo Bly	17feb06 27jan10	c/n not checked this date; Tu-134UB-KM; c/n painted on the flight deck, shot taken in the process of conversion by 20 ARZ at Pushkin in 1996 c/n painted on the flight deck in grey c/s with red 'lightning-bolt' cheatline c/n painted on the flight deck; opb 1449 AB at Tambov; in grey c/s with blue 'lightning-bolt' cheatline; l/n Ryazan-Dyagilevo 27jan11
	RF-93938	Tu-134UBKM	Russian Air Force	ZIA	06aug12	in grey c/s with blue 'lightning-bolt' cheatline; also carried "15" blue on nose wheel door; opb 1449 AB at Tambov; l/n MSQ 15apr19
64640	not known "22" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd MHP	30aug82 13may96	c/n confirmed by ARZ-407 at Minsk; reportedly ex "40" red; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov by 2011; see c/n 64055; believed to have been re-coded "02" red by may06, see next line
	"02" red	Tu-134UBL	Russian Air Force	Tbv	27may06	c/n not confirmed; opb 388 uae at Tambov; in grey c/s with red 'lightning bolt', Red Star on fin; l/n Tambov-Military (West) 24may08, stored
	"40" red	Tu-134UBL	Russian Air Force	Tbv	14aug12	in grey c/s with red 'lightning-bolt', Red Star on fin; l/n Tambov-Military (West) 26aug12/30may15, stored; seen MSQ at MZGA-407 21apr19; l/n MSQ may19
64655	no serial not known "36" red "36" red	Tu-134UBL Tu-134UBL Tu-134UBL	Russian Air Force Soviet Air Force Russian Air Force	ph. mfd no reports	12nov19 1982 16aug03	at MSQ MZGA-407, under rework in bare metal c/s based at Tambov, trf Russian Navy oct01 in grey c/s with red 'lightning-bolt', Red Star on fin; l/n Yeisk 25jul15/nov20; c/n from russianplanes.net
64670	not known "42" "42" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	Osv no reports Osv	16aug03 no reports 21aug05	c/n from ARZ-407 at Minsk c/n confirmed; in grey c/s with red 'lightning bolt' cheatline and Red Star on fin; trf from Tambov in early 2000s; l/n stored Ostrov 18aug12
64678	"43" red	Tu-134UBL	Russian Air Force	MHP	13may96	c/n from ARZ-407 at Minsk; l/n MHP 13jun99
64685	"30" not known "44" red	Tu-134UBL Tu-134UBL Tu-134UBL	Russian Air Force Soviet Air Force Russian Air Force	no reports mfd Tbv	28sep82 27may06	based Tambov in 2002; c/n featured in tender held 18may07; broken up Tambov feb13
64700	not known	Tu-134UBL	Soviet Air Force	mfd	21oct82	in all-grey c/s with red 'lightning-bolt' cheatline, Red star on fin; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 31may14/26may18 line # 69-10

	"45" red	Tu-134UBL	Russian Air Force	Eng	aug03	opb 22 tbad at Engels; in grey c/s with red 'lightning-bolt' cheatline; wfu in 2000; preserved in the long-range aviation museum at Engels (N51.475680 E46.188335) from 2003, seen aug03/oct19
64705	not known	Tu-134UBL	Soviet Air Force	mfd	1982	c/n not checked this date, see c/n 64783 in all-grey c/s with red 'lightning-bolt' cheatline, Red star on fin, without tail or engines with c/n painted on nose wheel; was offered for sale by Russian privatisation agency 19apr05, was with mil unit. 24815 at Tambov at that time; was earmarked to be converted to a Tu-134B3, but this never took place, seen MHP 12may08/13aug17, stored, without tail and outer wings
	"46" red	Tu-134UBL	Russian Air Force	MHP	10may05	
	not known	Tu-134UBL	Russian Air Force	MHP	28aug07	
64715	"47" red	Tu-134UBL	Soviet Air Force	mfd	30oct82	line # probably 70-02; opb 652 uap Tambovskogo VVAUL at Tambov; transferred to Ingushetia by a Russian government order dated 11feb05; converted by ARZ-407 at Minsk to a Tu-134B-3; there is a photo of "47" red at Tambov before may06, in light grey c/s with red 'lightning-bolt' cheatline and Red Stars; seen again in ARZ-407 at MHP 28aug07 with the UBL nose removed, suggesting these two sightings are probably for this aircraft; conversion completed 01sep08; see also c/n 64815 to KapitalAviaInvest, operated by RusJet; in dark blue/silver c/s with the outline of a star on fin and tail, carried small 'Kosmos' titles on the nose; h/o at Minsk 26may09; f/n VKO 10oct09; l/n KHV 02feb10 in dark blue/silver c/s with the outline of a star on fin and tail; initially no titles; l/n as such GOJ 22jun12; received small titles on the nose; f/n as such ZIA 19aug12; l/n GOJ 31may13 in dark blue/silver c/s with the outline of a star on fin and tail, carried small titles on the nose; new CoFR issued 11dec13; offered on the internet by Atlas-Jet for charter, as a 30 seater; mentioned in legal documents feb14/dec15 between Region-Jet LLC (the lessor) and Atlas-Jet (the lessee) with regards to disputes over lease payments and penalty clauses to return the aircraft to a condition as outlined in the contract; sat wfu at VKO from may14, l/n apr18; canx 17dec19; scrapped at VKO by 07jul20; the forward fuselage was cut off and will be used by a private person for yet unknown purposes the last Tu-134UBL built; registration used presumably just for pre-delivery test flights code worn on nose wheel door only; h/o to LNPO Leninetes for conversion into the first Tu-134UBK in 1983; in all-grey c/s with red 'lightning-bolt' cheatline outlined in white delivered to 33 TsBPPLS of the Soviet Navy at Mykolayiv-Kulbakino in 1984; photo in Russian magazine 1999 c/n checked; code worn on nose wheel door only; in all-grey c/s with red 'lightning-bolt' cheatline outlined in white, with Ukrainian military badge on fin; wfu in 1994 as there was no money available for the necessary prolongation of the calendar life-time; seen Mykolayiv-Kulbakino may02/aug13, wfu, CCCP-64728 visible under paint on engine; broken up sep13
	RA-65747(2)	Tu-134B-3	Kosmos	rgd	01sep08	
	RA-65747(2)	Tu-134B-3	RusJet	VKO	06feb10	
	RA-65747(2)	Tu-134B-3	Tsentr-Yug	ROV	17jun13	
64728	CCCP-64728	Tu-134UBL	Soviet Air Force	mfd	dec82	based at Tambov-Military (West); transferred to Ingushetia by a Russian government order dated 11feb05, was to be converted to a passenger aircraft; sale fell through and remained stored at Tambov-Military (West); in grey c/s with red/white 'lightning-bolt', Red star on fin; l/n aug07/may15 details from russianplanes.net l/n ZIA aug01; c/n checked several times; code removed after transfer to MAP/LII; was avionics test-bed with N-01 radar, seen aug05/sep13, wfu; offered by Rostekh to the administrations of the Russian regions 17dec20 for preservation or display; sold 19jul21 to a private collection and seen Novosibirsk-Borshechevo 27aug23 details from russianplanes.net was probably based at Tambov-Military (West); in grey c/s with red/white 'lightning-bolt'; transferred to Ingushetia by a Russian government order dated 11feb05; seen MHP 28aug07, without tail and engines; c/n painted on nose wheel; was earmarked to be converted to a Tu-134B3, but this never took place; seen MHP 12may08/13aug17, stored, without tail and outer wings f/n MHP 05jul95; c/n from ARZ-407 at Minsk; l/n MHP 13jun99; was earmarked for conversion to a Tu-134B-3 passenger aircraft and transfer to an Ingushetian airline 25dec01, was not airworthy at that time; reportedly arrived in ARZ-412 at Rostov-na-Donu around 2003/04; seen ROV 19apr04 c/n confirmed; opb Kosmos (RKK "Energiya") for Magas; in white c/s with two thin green stripes, carried large 'MAGAS' and small 'Kosmos' titles; l/n GOJ 30jan12 in white c/s with two thin green stripes, small titles behind nose; l/n GOJ 01oct14; seen GOJ 12feb15, without titles in white c/s with two thin green stripes, small titles behind the cockpit; l/n ZIA aug19 f/n in ARZ-407 at MHP 19may05; colour of code not known, just '57' stencilled on; c/n in official documents since 06may83; was earmarked for conversion to a Tu-134B-3 and transfer to an Ingushetian airline 25dec01, was not airworthy at that time; arrived at ARZ-407 in 2003; conversion started in 2004 opb Kosmos for Magas; in white c/s with two thin green stripes, carried large 'MAGAS' and small 'KOSMOS' titles; arrived at Magas 06apr08 and inaugurated the Magas-Moscow service 07apr08; l/n DME 15jun11; see c/n 3352105 in white c/s with two thin green stripes small titles behind nose; l/n CEK 25apr16/oct18, wfu code reported by russianplanes.net as "46" red, but see c/n 64705; probably opb 388 uae at Tambov; transferred to Ingushetia by a Russian government order dated 11feb05; converted by ARZ-407 at MHP to a passenger aircraft, seen in bare metal in the process of being converted 28aug07/12may08 ('65700' on engine may08) to Novolipetski MK; in 30 passenger configuration; in silver c/s with thin blue/grey cheatlines; already f/n MHP 15oct08, still without titles; received small titles below the cockpit; f/n as such GOJ feb09; t/t 4,511 hours and 7,836 cycles by 01jan10; l/n GOJ 26jul13; see c/n 63340 in silver c/s with thin blue/grey cheatlines, with small titles below the cockpit; already f/n GOJ 05oct13; l/n operational KZN 14oct18; sat wfu at GOJ, seen apr19/may19; scrapped at GOJ may20, the cockpit section was cut off and seen on a trailer 25may20; canx 14sep21
	"72" red	Tu-134UBL	Soviet Air Force	photo		
	"72" red	Tu-134UBK	Soviet Navy	ph.	1984	
	"72" red	Tu-134UBK	Ukrainian Navy	Mkk	08may98	
64735	not known	Tu-134UBL	Soviet Air Force	mfd	1982	in grey c/s, with red 'lightning bolt', Red Star on fin; details from russianplanes.net; see c/n 64400 in grey c/s, with red 'lightning bolt', Red Star on fin; details from russianplanes.net; c/n featured in tender held 18may07; l/n SVX 07nov08 overhauled 12may10; in grey c/s with blue/white 'lightning-bolt', Russian flag on fin; with 'Ural' titles; l/n CKL 14sep11 at Engels; in grey c/s with blue/white 'lightning-bolt', Russian flag on fin, with 'Ural' titles; also carried code "16" blue; seen Vorkuta-Sovjetski 29may13 with small 'Aviabaza Tambov' titles on the lower nose; l/n MSQ feb22
	"48" red	Tu-134UBL	Russian Air Force	mfd		
64740	"30" no code	Tu-134UBL	Soviet Air Force	mfd	1983	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	Tu-134UBL	Russian Air Force	mfd	03sep93		
64748	"26" red	Tu-134UBL	Soviet Air Force	mfd	1983	in grey c/s, with red 'lightning bolt', Red Star on fin; details from russianplanes.net; see c/n 64400 in grey c/s, with red 'lightning bolt', Red Star on fin; details from russianplanes.net; c/n featured in tender held 18may07; l/n SVX 07nov08 overhauled 12may10; in grey c/s with blue/white 'lightning-bolt', Russian flag on fin; with 'Ural' titles; l/n CKL 14sep11 at Engels; in grey c/s with blue/white 'lightning-bolt', Russian flag on fin, with 'Ural' titles; also carried code "16" blue; seen Vorkuta-Sovjetski 29may13 with small 'Aviabaza Tambov' titles on the lower nose; l/n MSQ feb22
	not known	Tu-134UBL	Russian Air Force	MHP	28aug07	
64753	"17" red	Tu-134UBL	Russian Air Force	mfd	22mar83	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	RA-65574	Tu-134B-3	Magas	ROV	07aug09	
64775	RA-65574	Tu-134B-3	Tsentr-Yug	DME	10mar12	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	RA-65574	Tu-134B-3	Sirius Aero	GOJ	13may15	
64775	"57"	Tu-134UBL	Russian Air Force	mfd	24mar83	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	RA-65805(2)	Tu-134B-3	Magas	MHP	28aug07	
64783	RA-65805(2)	Tu-134B-3	Tsentr-Yug	DME	10feb12	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	not known	Tu-134UBL	Soviet Air Force	mfd	07apr83	
64793	not known	Tu-134UBL	Soviet Air Force	mfd	13apr83	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	"27" red	Tu-134UBL	Russian Air Force	SVX	23jun06	
64793	"07" red	Tu-134UBL	Russian Air Force	SVX	sep07	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	"16" blue	Tu-134UBL	Russian Air Force	CKL	jun10	
64793	RF-66051	Tu-134UBL	Russian Air Force	ph.	2012	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	RF-66051	Tu-134UBL	Russian Air Force	ph.	2012	
64800	not known	Tu-134UBL	Soviet Air Force	mfd	16apr83	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	"18" red	Tu-134UBL	Russian Air Force	Kub	17may99	
64803	"18" blue	Tu-134UBL	Russian Air Force	Akc	21sep05	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	no serial	Tu-134UBL	Russian Air Force	ph.	12nov19	
64803	"24" red	Tu-134UBL	Russian Air Force	Chh	aug08	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	"24" red	Tu-134UBL	Russian Air Force	Chh	aug08	
64805	"19" red	Tu-134UBL	Russian Air Force	Rzd	28may99	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	RF-66044	Tu-134UBL	Russian Air Force	Chh	05dec15	
64812	not known	Tu-134UBL	Soviet Air Force	mfd	31may83	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	"18" blue	Tu-134UBL	Russian Air Force	Tbv	26may07	
64815	RF-94246	Tu-134UBL	Russian Air Force	CKL	01jul11	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	CCCP-64815	Tu-134UBL	Soviet Air Force	no	reports	
64815	"47" red	Tu-134UBL	Russian Air Force	Tbv	12aug97	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in bare metal c/s, marked just as '64803' opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
	"47" red	Tu-134UBL	Russian Navy	trf	2002	
64820	"40" red	Tu-134UBL	Russian Air Force	mfd	22jul83	c/n checked on flight deck

	"48" blue	Tu-134UBL	Russian Air Force	Kub	13aug06	c/n confirmed; in grey c/s with blue 'lightning bolt', blue engines and Red Star on fin; seen Kubinka 06may10 stored; seen Kubinka aug12/aug22, was reported to be an exhibit for a new museum c/n checked several times at Zhukovski and Minsk; radio testbed with pylon mounted fairings above the cockpit and below the nose; seen MHP oct95/aug97; l/n as such Ryazan-Dyagilevo 18jun99, c/n not checked; seen Rostov-na-Donu Tsentralny 26may07 with large 'Rossiya' titles; seen Akhtubinsk sep10, as such; l/n ROV 13mar12; see also c/n 64435 and 03551127 with large 'GLITs Im. V.P. Chkalova' titles and GLITs badge behind cockpit; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag; l/n CKL aug18
64845	"30" red	Tu-134UBL	Russian Air Force	ZIA	16aug92	
	RF-95950	Tu-134UBL	Russian Air Force	ROV	28may13	

Tu-134s with unknown c/ns

---	RF-66004	Tu-134UBK	Russian Air Force	MSQ	28sep20	also carried code "14" blue on nose wheel; in grey c/s with blue 'lightning-bolt' outlined in white, partial blue fin and Russian flag, small 'Aviabaza Tambov' titles on the lower nose, type painted as Tu-134UB-K; l/n Tambov-Military (West) 20aug22
---	RF-66006	Tu-134UBL	Russian Air Force	MSQ	09apr20	test-flown after overhaul; also carried code "22" blue on the nose-wheel door; opb 27 sap at Tambov; in grey c/s with a blue 'lightning-bolt' outlined in white, a blue stripe and a Russian flag on the fin and the small inscription 'Aviabaza Tambov' on the lower nose, no titles; l/n MSQ 30jan21
---	RF-66014	Tu-134UBL	Russian Air Force	MSQ	02jun20	test-flown after overhaul; also carried code "10" blue on the nose-wheel door; opb 27 sap at Tambov; in grey c/s with a blue 'lightning-bolt' outlined in white, a blue stripe and a Russian flag on the fin and the small inscription 'Aviabaza Tambov' on the lower nose, no titles; l/n MSQ 2021
---	RF-66043	Tu-134UBL	Russian Air Force	MHP	21feb18	also carried code "32" blue; in grey c/s with blue 'lightning-bolt' outlined in white, partial blue fin and Russian flag, small 'Aviabaza Shagol' titles on the lower nose; l/n VVO 2021
---	CCCP-69308	Tu-134	MAP	no	reports	an entry in the old Soviet register exists without c/n, probably just allocated for the return of an export aircraft
---	"01" red	Tu-134A	Russian Air Force	Kln	04may94	l/n Klin 20aug95; salon aircraft, the personal aircraft of the Commander, in c/s similar to Aeroflot; trf to Chkalovski after unit was disbanded at Klin
---	"02" green	Tu-134A	Russian Air Force	MHP	10jul94	presumably the same aircraft as next line
---	"02" black	Tu-134A	Russian Air Force	MHP	09sep94	with Rossiya titles; see c/n 73550795
---	"02" red	Tu-134Sh-1	Russian Air Force	Akc	14aug96	in standard red c/s
---	"07" blue	Tu-134A	Russian Navy	Kln	1998	converted into a VIP aircraft; code on nose wheel door only and not readable on photo; in basic Aeroflot c/s with Rossiya titles and Russian Navy flag on fuselage, type painted as 'Tu-134A' but has the larger chin radome housing and window configuration as per a Tu-134Sh-1; l/n on TV dec01; this is possibly c/n 73550795 from photo comparisons
---	"08" red	Tu-134UBL	Russian Air Force	Eng	13aug96	had "28" red on the nose wheel door; in grey c/s with red 'lightning-bolt', Red Star on fin; seen Tambov-military (West) before may06, stored; seen 27may07/may18, code very faded and first digit '2' still visible on the nose wheel door; see c/n 64083
---	"10" red	Tu-134AK	Russian Air Force	RIX	09sep93	in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe; l/n RIX 04jul94; c/n 63961 ?
---	"10" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
---	"12" red	Tu-134Sh	Soviet Air Force	SVO	08jul92	in blue c/s with Red star on tail
---	"15" red	Tu-134Sh	Russian Air Force	MHP	05jul95	l/n MHP 09oct95; probably c/n 03551072
---	"15" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
---	"16" red	Tu-134UBL	Russian Air Force	Rzd	03sep93	
---	"16" red	Tu-134UBL	Russian Air Force	Rzd	18jun99	with Russian flag, no Red Star
---	"17" red	Tu-134UBL	Russian Air Force	ph.	nov94	in grey c/s with red 'lightning-bolt', Red Star on fin; see c/n 64753
---	"18" red	Tu-134UBL	Russian Air Force	Tbv	14aug12	in grey c/s with red 'lightning-bolt', Red Star on fin; stored at Tambov-Military (West), l/n Tambov-Military (West) 26aug12
---	"19" red	Tu-134UBL	Russian Air Force	Rzd	28may99	see also "19" red c/n 64805 seen the same date
---	"20" red	Tu-134UBL	Russian Air Force	Rzd	18jun99	
---	"20" red	Tu-134UBL	Russian Air Force	Eng	13aug96	l/n Engels 30jul97
---	"20" red	Tu-134Sh	Russian Air Force	CKL	22aug05	in standard red c/s; probably c/n 03551108
---	"21" red	Tu-134UBL	Russian Air Force	Eng	13aug96	
---	"22" red	Tu-134UBL	Russian Air Force	Eng	30jul97	
---	"23" red	Tu-134UBL	Russian Air Force	Rzd	03sep93	l/n Ryazan-Dyagilevo 28may99; probably c/n 64350
---	"24" red	Tu-134UBL	Russian Air Force	Eng	30jul97	with "28" red on nose
---	"24" red	Tu-134UBL	Russian Air Force	Rzd	28may99	code on nose
---	"25" red	Tu-134UBL	Russian Air Force	Kub	11apr92	
---	"25" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
---	"27" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date, see also c/n 64400 and 64793
---	"27" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date, see also c/n 64400 and 64793
---	"27" red	Tu-134UBL	Russian Air Force	KUF	30apr06	see "27" red with unknown c/ns, c/n 64400 and 64793; red 'lightning bolt' and painted out logo
---	"27" red	Tu-134UBL	Russian Air Force	FRU	08oct03	see "27" red with unknown c/ns, c/n 64400 and 64793
---	"28" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
---	"28" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
---	"28" red	Tu-134UBL	Russian Air Force	SVX	23jun06	in grey c/s with red 'lightning bolt'
---	"30" blue	Tu-134UBL	Russian Air Force	OVB	05jul05	seen again OVB 29aug07; in grey c/s with red 'lightning bolt', Red Star on fin; l/n OVB 15aug08; c/n 64678 ?
---	"31" red	Tu-134UBL	Soviet Air Force	ph.	feb92	
---	"31" yellow	Tu-134UBL	Russian Air Force	Uue	25nov06	blue and white c/s with serial on engine cowling
---	"33" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
---	"33" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
---	"34" red	Tu-134UBL	Russian Air Force	Eng	13aug96	seen Tambov-Military (West) 27may06, in grey c/s with red 'lightning-bolt', Red Star on fin, code very faded; l/n Tambov-Military (West) may08/may18, stored
---	"35" red	Tu-134UBL	Russian Air Force	Tbv	29aug07	in grey c/s with red 'lightning-bolt', Red Star on fin; l/n Tambov-Military (West) 14aug12, stored
---	"36" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
---	"38" red	Tu-134UBL	Russian Air Force	Tbv	27may07	in grey c/s with red 'lightning-bolt', Red Star on fin; l/n Tambov-Military (West) may07/aug12, stored
---	"39" red	Tu-134UBL	Russian Air Force	Eng	30jul97	with "29" red on nose
---	"39" red	Tu-134UBL	Russian Air Force	Tbv	12aug97	same aircraft as above ?
---	"39" red	Tu-134UBL	Russian Air Force	Rzd	28may99	same aircraft as above ?
---	"40" blue	Tu-134UBL	Russian Air Force	photo		probably one of the aircraft to be converted into a Tu-134B-3
---	"44" red	Tu-134UBL	Russian Air Force	photo		l/n Engels 30jul97, with "27" red on nose
---	"46" red	Tu-134UBL	Russian Air Force	Tbv	12aug97	same aircraft as below ?; 64705 ?
---	"46" red	Tu-134UBL	Russian Air Force	Rzd	28may99	l/n Ryazan-Dyagilevo 18jun99; same aircraft as above ?
---	"88" blue	Tu-134Sh-1	Russian Air Force	Chh	sep08	ex "11" blue; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; see c/n 03551102 ?
---	"101" blue	Tu-134AK	Soviet Air Force	WAW	28dec90	with stinger-tail (Balkany); was based at Vinnitsa, but not seen since the break-up of the Soviet Union; see c/n 63900
---	"101" red	Tu-134AK	Russian Air Force	ROV	11aug99	stinger-tail (Balkany); see c/n 63900
---	"121" black	Tu-134	Russian Air Force	Tbv	27may07	normal nose, tail not visible
---	not known	Tu-134UBL	Soviet Air Force	no	reports	based at Tambov
---	"41" red	Tu-134UBL	Ukraine Air Force	trf	1992	opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; seen Priluki 03/22may98; declared surplus in 2001 and scrapped at Priluki
---	not known	Tu-134UBL	Soviet Air Force	no	reports	based at Tambov
---	"45" red	Tu-134UBL	Ukraine Air Force	trf	1992	opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; seen Priluki 03/22may98; declared surplus in 2001 and scrapped at Priluki

Tupolev Tu-142

The final version of the Tu-95 family built was the Tu-142 long-range maritime patrol and ASW aircraft which remained in limited production until the mid-1990s. The first prototype of the Tu-142 made its first flight on 18 June 1968. The first aircraft were put into Soviet Navy service in May 1970, and the Tu-142 was officially commissioned on 14 December 1972. The first 18 aircraft were built at Kuibyshev (now Samara), but production switched to Taganrog after 1972. More than 100 aircraft were built until 1994.

The Tu-142MR (izd. MR) is a specialised version for communication with submerged ballistic missile submarines. The latest ASW version is the Tu-142MZ (not as often stated Tu-142M3 as 3 is the Cyrillic Z; it stands for the "Zarechye" sonar system).

India took delivery of eight Tu-142MK-Es, as such being the sole export customer for any aircraft in the Tu-95/142 family.

There are two construction number systems. The first one (used by Factory No. 18 as well as by Factory No. 86) is explained as follows: The first two digits (42) indicate the type, followed by the batch number (2 or 3 digits, respectively) and the number in the batch. The first production batch reportedly consisted of nine aircraft, while the second and third batches, for example, seem to have consisted each of two aircraft only. The second c/n system was only used by Factory No. 86 and basically repeats the one used for the Beriev flying boats built there before. It gives the year of manufacture, the factory code (60) and the batch number. In the beginning, the last two digits gave the number in the batch, but by 1984 this was replaced by the notorious 'KGB number'.

1 Tu-142 prototype built by MMZ "Opyt" (Factory No. 156) at Moscow-Lefortovo in 1968

---	not known	Tu-142	Tupolev OKB	f/f	18jun68	from Zhukovski; the first prototype; in Soviet Air Force c/s; 60 flights with 198 hours by 10mar70; completed the first stage of trials 29jun70; converted around 1971/72 to, see next line
	"4200" black	Tu-142LL	Tupolev OKB			used as a test-bed for jet engines by Tupolev's outlet ZhLiIDB at Zhukovski from 1972; in Soviet Air Force c/s; was used for flight tests of the NK-25, RD36-51A and NK-32 engines; wfu in the mid-1980s; sat in poor condition at Zhukovski

18 Tu-142s built by Factory No. 18 at Kuibyshev-Bezymyanka from 1968 to 1972

The construction number seems to show the type (42), followed by the batch number and the number in the batch.

42 0 1	not known	Tu-142	Tupolev OKB	f/f	03sep68	from Kuibyshev; second prototype, in Soviet Air Force c/s; already with longer cabin, but still without all specialist mission equipment; 27 flights by late 1969; seen preserved at Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) jul08/sep12
42 0 2	not known	Tu-142	Tupolev OKB	f/f	31oct68	third prototype, in Soviet Air Force c/s; with longer cabin and specialist mission equipment
42 1 1	not known	Tu-142	Soviet Navy	mfd	1969	first production aircraft; had a rest compartment for the crew; completed first stage of trials with military unit # 36851 29aug70
42 1 2	not known	Tu-142	Soviet Navy	mfd	1969	opb 76 oplap dd
42 1 3	not known	Tu-142	Soviet Navy	mfd	1969	opb 76 oplap dd
42 2 1	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd
42 2 2	not known	Tu-142	Soviet Navy	mfd	1971	"Gagara" search system and ECM suite removed, return to the four-wheel main landing gear of the Tu-95;
42 3 1	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd
42 3 2	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd
42 4 1	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd; reportedly trf to Mongokhto in 1979/80
42 4 2	not known	Tu-142M	Soviet Navy	mfd	1972	last Kuibyshev-built Tu-142; served as a pattern aircraft for the production of the modernised version at Taganrog; reportedly a Tu-142 and trf to Mongokhto in 1979/80

89 Tu-142Ms built by TMZ (Factory No. 86) at Taganrog-Yuzhny between 1975 and 1994

The first construction number system shows the type (42), followed by the batch number and the number in the batch. The next construction number system is in line with other Taganrog built types and gives the year of manufacture, the factory code (60), the two-digit batch number and the number in the batch. Post 1974, the system was changed to ensure the exact numbers built could not be determined, retaining the year of manufacture digit and factory code (60), followed by the last four digits, the exact meaning is unknown. Again the system was changed in the mid-eighties with c/ns starting '805801', probably followed by the quarter and year of manufacture and then five digits, the exact meaning again is unknown. Known product codes for some versions are Tu-142M (izdeliye VPM), Tu-142MR (izdeliye VPMR) and Tu-142MZ (izdeliye VPMK-Z)

42 4 3	not known	Tu-142MK	Tupolev OKB	f/f	04nov75	from Taganrog; first Taganrog-built Tu-142 and first Tu-142MK prototype, in Soviet Air Force c/s; completed first stage of joint state trials 23oct77; converted in mid-1980s to, see next line
42 4 4	"043" black	Tu-142LL	MAP Zhukovski	ZIA	31aug93	as c/n '0432' I; engine test-bed, in Soviet Air Force c/s
42 4 5	not known	Tu-142MK	Soviet Navy	mfd	1975	the second Tu-142MK prototype; reportedly a Tu-142 and trf to Mongokhto in 1979/80
42 5 1	not known	Tu-142	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 2	not known	Tu-142M	Soviet Navy	no	reports	intermediate version between Tu-142 and Tu-142M; reportedly trf to Mongokhto in 1979/80
42 5 3	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 4	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 5	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 6 2 ?	not known	Tu-142MP	Soviet Navy	f/f	1976	version with "Atlantida" ASW system; only one aircraft built
42 10 5	not known	Tu-142MK	Soviet Navy			converted by TMZ at Taganrog between spring 1978 and sep79 to the first prototype of the Tu-95MS which received the new c/n 8602109, see there
42 17 2	not known	Tu-142MZ	Soviet Navy	f/f	apr85	first aircraft with "Zarechye" sonar system; underwent factory trials apr85/nov86 and state trials 06aug87/30nov88 (53 flights with 274 hours)
3 60 04 05	"16" red	Tu-142M	Russian Navy	mfd	oct75	late delivery date due to the relocation of the production from Kuibyshev to Taganrog
	"16" red	Tu-142M	Russian Navy	no	reports	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
3 60 05 01	"17" red	Tu-142M	Soviet Navy	mfd	1975 ?	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
	"17" red	Tu-142M	Russian Navy	no	reports	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
4 60 05 02	"06" red	Tu-142M	Russian Navy			opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
4 60 06 17	"04" red	Tu-142M	Russian Navy			opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
5 60 06 35	"18" red	Tu-142M	Russian Navy	mfd	1975	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
5 60 08 01	"15" red	Tu-142M	Russian Navy	mfd	1975	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 09 80	"14" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 11 01	"01" red	Tu-142M	Russian Navy	mfd	30jun76	opb 310 oplap at Mongokhto-Kamenny Ruchei; 'leader' aircraft (having most hours of any of the type), trf for fatigue trials to Tavia in the mid-1990s and still underwent fatigue trials there by 2005
6 60 13 18	"02" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 13 32	"08" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 13 47	"03" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 13 66	"10" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
7 60 14 01	"05" red	Tu-142M	Russian Navy	mfd	07feb77	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
7 60 15 05	"09" red	Tu-142M	Russian Navy	mfd	1977	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
8 60 18 01	"62" red ?	Tu-142MK	Russian Navy			arrived with 328 ARZ (later NARP) at Mykolayiv-Kulbakino (Ukraine) oct95; contract for overhaul signed 14may98, but Russia refrained from the overhaul 25dec98 and the aircraft remained with NARP; ownership trf to NARP by a Ukrainian court 04aug09 as a compensation for Russian debts; impounded by Ukrainian customs jun10 (as the aircraft was on Ukrainian territory on the condition of temporary importation); seen in NARP sep12/sep13 with the tail removed; scrapped by apr14
8 60 19 03	"85" black	Tu-142M	Soviet Navy	mfd	1988	composite airframe, made up of the forward fuselage of c/n 8601903 (checked on the plate in the nose wheel well) and the rear fuselage of c/n 8601986 (photo proof of both plates); preserved in the State Aviation Museum at Kiev, still seen dismantled 19apr/10jun06, f/n complete 12aug06, l/n jan22
8 60 19 86	not known	Tu-142M	Soviet Navy	mfd	1988	rear fuselage used to complete the airframe of c/n 8601903 which is preserved in the Oleg Antonov State Aviation Museum at Kiev, see there
. 60 20 07	not known	Tu-142MK	Soviet Navy			version not confirmed
	not known	Tu-142MK	Russian Navy			contract for overhaul signed with NARP of Mykolayiv-Kulbakino (Ukraine) 14may98, overhaul completed in 2004 or 2005
8 60 20 25	"66" black	Tu-142MK	Soviet Navy	mfd	10nov78	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; contract for overhaul signed with NARP of Mykolayiv-Kulbakino (Ukraine) 14may98, overhaul completed 11sep01; named 'Ivan Borzov' 17oct08 after a distinguished Soviet Navy bomber pilot of WWII; l/n Fedotovo-Kipelovo 23aug14
	"66" black	Tu-142MK	Russian Navy	ph.	25aug06	the first prototype of this version, converted by TMZ at Taganrog between spring 1978 and sep79 from Tu-142MK c/n 42 10 5; conducted the first successful firing of a Kh-55 cruise missile 23oct81; underwent static trials with the SibNIA at Novosibirsk; struck off charge in 1990
8 60 21 09	no code	Tu-95MS	Soviet Air Force	f/f	18nov79	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 18dec97; under overhaul with TAVIA at Taganrog-Yuzhny, seen may11/may12
9 60 22 80	"71" black	Tu-142MK	Soviet Navy	mfd	17sep79	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 12nov96
	"71" black	Tu-142MK	Russian Navy	Fed	25aug06	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 12nov96
9 60 23 63	"73" black	Tu-142MK	Soviet Navy	mfd	19dec79	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 12nov96
	"73" black	Tu-142MK	Russian Navy	Fed	aug13	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 12nov96
0 60 24 46	"98" black	Tu-142MK	Soviet Navy	mfd	1980	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo
1 60 28 21	not known	Tu-142MK	Soviet Navy	no	reports	last overhaul completed 14feb92
1 60 29 04	"87" black	Tu-142MK	Soviet Navy	mfd	25mar81	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo
	"87" black	Tu-142MK	Russian Navy	Fed	aug13	last overhaul completed 27nov91
1 60 29 46	"90" black	Tu-142MK	Soviet Navy	mfd	27mar81	opb 444 TsBP i PLS at Ostrov-Veretye; stored at Ostrov-Veretye, l/n aug12; possibly scrapped
	"90" black	Tu-142MK	Russian Navy	ph.	aug12	stored at Ostrov
1 60 29 46	"90" black	Tu-142M	Russian Navy	ph.	aug12	last overhaul completed 07apr92
1 60 29 87	"91" black	Tu-142MK	Soviet Navy	mfd	23jun81	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo
	"91" black	Tu-142MK	Soviet Navy	no	reports	contract for overhaul signed with NARP of Mykolayiv-Kulbakino (Ukraine) 14may98, overhaul completed in 2004 or 2005
. 60 30 11	not known	Tu-142MK	Soviet Navy			contract for overhaul signed with NARP of Mykolayiv-Kulbakino (Ukraine) 14may98, overhaul completed in 2004 or 2005
	not known	Tu-142MK	Russian Navy			contract for overhaul signed with NARP of Mykolayiv-Kulbakino (Ukraine) 14may98, overhaul completed in 2004 or 2005
. 60 30 15	not known	Tu-142MK	Soviet Navy			last overhaul completed 24jul92
1 60 30 21	"92" black	Tu-142MK	Soviet Navy	mfd	11aug81	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo
	"92" black	Tu-142MK	Russian Navy	Fed	aug13	last overhaul completed 30jul92
1 60 30 62	"93" black	Tu-142MK	Soviet Navy	mfd	17sep81	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; tender for prolongation of life-time published 01oct08; l/n Fedotovo-Kipelovo aug13
	"93" black	Tu-142MK	Russian Navy	FFD	30jul94	

2	60	31	87	"94" black "94" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29mar82 19aug10	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 19feb08; named 'Yevgeni Preobrazhenski' 17oct08 after a distinguished Soviet Navy bomber pilot of WWII; l/n Fedotovo-Kipelovo 23aug14 also carried code "94" red; in light grey c/s with 'VMF Rossii' titles and Russian stars; named 'Yevgeni Preobrazhenski'
				RF-34055	Tu-142MK	Russian Navy	ph.	24jul20	
2	60	32	22	"95" black "95" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd ph.	25may82 aug05	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Cherepovets' after a town in northern Russia 23may04; l/n in natural metal c/s Fedotovo-Kipelovo 19aug10; repainted in light grey c/s (but still with Red Stars and without titles) during overhaul; f/n as such Taganrog-Yuzhny apr13; l/n Fedotovo-Kipelovo 28jun17
2	60	33	05	"97" black "97" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd ph.	10oct82 aug05	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Vologda' 16oct04 after a town in northern Russia; l/n Fedotovo-Kipelovo 23aug14 also carried code "97" black; based at Fedotovo-Kipelovo; in light grey c/s with 'VMF Rossii' titles and Russian stars; named 'Vologda'; h/o after overhaul 19nov18; seen 28Nov20 in UK airspace with code "97" red; l/n 25jul21 location unknown
				RF-34057	Tu-142MK	Russian Navy	TGK	19nov18	
3	60	33	88	"50" black "50" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29mar83 23aug14	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 17dec10; l/n Fedotovo-Kipelovo 23aug14 named 'Fedotovo'
3	60	34	72	"51" black "51" black RF-34059	Tu-142MK Tu-142MK Tu-142MK	Soviet Navy Russian Navy Russian Navy	mfd Fed TGK	31may83 19aug10 12aug16	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo also carried code "51" black; opb 2 AvGr 7050 AvB at Fedotovo-Kipelovo; in light grey c/s with 'VMF Rossii' titles and Russian stars; named 'Yuri Malinin'; h/o 12apr16 after overhaul by TANTK; l/n LED 30jul17
3	60	35	56	"52" ? not known	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Kke	1983 24aug97	possibly Ukrainian Air Force, in fact; fate unknown
5	60	37	63	"53" black "53" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd trf	30sep85 1992	looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex
				RF-34060	Tu-142MK	Russian Navy	f/f	14jan20	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; overhaul completed 12may94 after overhaul; also carried code "53" black; opb 2 AvGr 7050 AvB at Fedotovo-Kipelovo; in light grey c/s with 'VMF Rossii' titles and Russian stars; with code "53" red by jul21; l/n over St. Petersburg 15jul21 named 'Aleksandr Klubov' after a distinguished fighter pilot of WWII
5	60	38	46	"54" black "54" black RF-34061	Tu-142MK Tu-142MK Tu-142MK	Soviet Navy Russian Navy Russian Navy	mfd Fed h/o	30nov85 aug13 03may18	looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex
5	60	38	87	"55" black "55" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29dec85 25aug06	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 03jan94; l/n Fedotovo-Kipelovo aug13
6	60	39	30	"56" black "56" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	18aug86 31aug13	looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex
				RF-34063	Tu-142MK	Russian Navy	Fed	jan17	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 06feb95; named 'Alexander Mozhaiski' after a 19th century Russian aviation pioneer initially also carried code "56" black; in light grey c/s with 'VMF Rossii' titles and Russian stars, carried the coat-of-arms of the Vologda region on the right side of the nose; named 'Alexander Mozhaiski'; l/n as such jun18; code changed to "56" red and titles to 'MA VMF Rossii'; f/n as such jul18; l/n ZIA jan22
6	60	39	70	"53" red "53" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd mfd	02dec87 26may86	mfd also given as 26may86; converted from a Tu-142M initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed 14jul04; named 'Vanino' after a town in the Far East; f/n Mongokhto-Kamenny Ruchei 26oct06; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; l/n Mongokhto-Kamenny Ruchei 24oct10; on strength by early 2012
9	60	40	12	not known no code	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd ZIA	04may89 03sep93	fuselage # 42185
9	60	41	33	"54" red "54" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd mfd	15dec89 19sep89	fate unknown
0	60	41	75	RF-34106 "55" red "55" red	Tu-142MZ Tu-142MZ Tu-142MZ	Russian Navy Soviet Navy Russian Navy	ph. mfd Mok	26jul14 30mar90 01apr09	mfd also given as 05mar90
0	60	42	15	"56" red "56" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd VVO	06may90 09apr12	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed 29apr08; w/o 06nov09 on a training flight at night when crashed into the Tatar Strait some 15 km off cape Sadinga on approach to Mongokhto, all 11 crew (commander: Major Vadim Kapkin) killed; as there was an exercise going on in the Vanino district of the Khabarovsk region during the time of the crash there was rumour that the aircraft may have been shot down accidentally
0	60	42	55	RF-34109 "57" red "57" red	Tu-142MZ Tu-142MZ Tu-142MZ	Russian Navy Soviet Navy Russian Navy	ph. mfd VVO	28oct13 08jun90 1995	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
0	60	42	95	"58" red "58" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	30aug90 reports	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
0	60	43	36	"59" red "59" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	02nov90 reports	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; seen undergoing tests with TAVIA at Taganrog-Yuzhny during late 2012
				RF-34108	Tu-142MZ	Russian Navy	ph.	27jul14	active at Vladivostok Navy Day; also carried code "59" red with 'MA VMF Rossii' titles; l/n VVO 13aug14; seen VVO 17aug18, with titles overpainted; l/n over St. Petersburg 18jul21
0	60	43	87	no code	Tu-142MRTs	Tupolev OKB	mfd	1990	prototype and sole example of this version (was to replace the Tu-95RTs); the programme was cancelled after a short time as satellites were deemed better suiting the target acquisition role, and the prototype was scrapped
1	60	44	40	? "60" red "60" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	10mar91 reports	c/n given as 1609440 by one source, but the 9 seems to be an error
1	60	44	91	"61" red "61" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd Mok	29jun91 19apr07	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
1	60	45	43	"62" red "62" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	30sep91 reports	mfd also given as 29may91
1	60	45	95	"63" red "63" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd Mok	29nov91 19apr07	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
				RF-34097	Tu-142MZ	Russian Navy	Mok	dec16	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; carried the badge of the Pacific Fleet's Air Force behind the cockpit; l/n Mongokhto-Kamenny Ruchei 22jan10; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010
1	60	53	86	"64" red "64" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	27dec91 reports	also carried code "63" black; in light grey c/s with 'VMF Rossii' titles, Russian stars and the badge of the Pacific Fleet's Air Force behind the cockpit; l/n VVO 19jun20
				RF-34098	Tu-142MZ	Russian Navy	h/o	12dec19	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010 (redesignated AvGr 7062 AvB in 2011); overhauled by TANTK im. Berieva
2	60	54	26	no code "65" red	Tu-142MZ Tu-142MZ	Russian Navy Russian Navy	mfd Mok	02oct92 19apr07	after overhaul; also carried code "64" red; opb AvGr 7062 AvB at Mongokhto-Kamenny Ruchei; in grey c/s with 'VMF Rossii' titles and Russian stars; l/n 25jul21 location unknown
				RF-34099	Tu-142MZ	Russian Navy	VVO	27jul14	already f/n ZIA 16aug92 during the "MosAeroShow-92"
6	60	96	46	IN311	Tu-142MK-E	Indian Navy	mfd	20feb87	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; in light grey c/s with Red Stars, yellow spinner tips and a unit badge behind the cockpit on the left side; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010
7	60	96	86	IN312	Tu-142MK-E	Indian Navy	mfd	1987	also carried code "65" red; opb 7061 AvB at Mongokhto-Kamenny Ruchei; in light grey c/s 'VMF Rossii' titles, Russian stars, yellow spinner tips and a unit badge behind the cockpit on the left side; spinner tips changed to blue; f/n as such VVO 31may16; l/n as such VVO may19; titles changed to 'MA VMF Rossii' and a Russian Navy flag added behind the cockpit; f/n as such VVO jul19; l/n VVO 09may21

7 60 97 26	IN313	Tu-142MK-E	Indian Navy	mfd	1987	d/d 30mar88; opb INAS 312; f/n GOI apr97; seen GOI 07feb05; ferried to Taganrog 21jul09 and still present 19jul10; l/n GOI 10feb15; withdrawn from service and preserved at Arakkonam 29mar17 (N13.067231 E79.679119); photo mar18; visible on GE apr22
7 60 97 66	IN314	Tu-142MK-E	Indian Navy	mfd	1987	d/d 13apr88; opb INAS 312; f/n GOI nov91; seen GOI 12feb09; ferried to Taganrog 02sep09; seen GOI 07feb11 with base code 'ARK' (INS Rajali, Arakkonam) on tail; seen Arakkonam 11oct14; type withdrawn from service 29mar17; photo Arakkonam mar17/mar18; GE suggests still present jan22/apr22, stored on the disused runway
7 60 9. ...	IN315	Tu-142MK-E	Indian Navy	d/d	16apr88	opb INAS 312; reportedly refitted with Israeli Elta EL/M-2022A radar instead of "Korshun" by early 2004; withdrawn from service by oct14; seen Arakkonam mar17/mar18 wfu, outer engines removed; GE suggests still present jan22/apr22, stored on the disused runway; russianplanes.net gives c/n as 7609806
8 60 98 46	IN316	Tu-142MK-E	Indian Navy	d/d	16aug88	opb INAS 312 at Dabolim (relocated to Arakkonam in 1992); in grey c/s; f/n GOI nov91; arrived in Russia 10dec99 for overhaul by TANTK im. Berieva; seen GOI jan11; withdrawn from service by oct14; Google Earth suggests it was still present jan22/apr22, stored on the disused runway at Arakkonam; transported on a number of low loaders to Karwar (Karnataka) sep23/oct23; preserved alongside the missile boat INS "Chapal" on Rabindranath Tagore Beach at Karwar (N14.814702 E74.127251), seen in the final stages of assembly dec23 and complete apr24
8 60 9. ...	IN317	Tu-142MK-E	Indian Navy	d/d	16aug88	opb INAS 312; f/n GOI nov91; last overhaul completed 06aug14; l/n Arakkonam mar17/mar18; type withdrawn from service 29mar17; preserved in the Naval Museum in New Town, Kolkata (N22.5765939 E88.4779580) since at least feb20 (officially inaugurated 08jun22); l/n may22; russianplanes.net gives c/n as 8609886
8 60 99 25	IN318	Tu-142MK-E	Indian Navy	d/d	oct88	opb INAS 312; f/n GOI nov91; overhauled in Russia 25feb99-27aug99; last overhaul completed by Tavia in 2005; seen GOI 12feb09; withdrawn from service by oct14; photo Arakkonam mar17/mar18, without props; transported by road jan21 to Kakinada beach to become a museum; photos exist 07feb21, in a dismantled state on a number of low loaders; re-assembled and officially inaugurated 07jun21 (N17.01562 E82.28908); l/n sep22
# 4 3 01002	"27" red	Tu-142MR	Russian Navy	mfd	21jun84	full c/n 8058014301002; has got a navigator's compartment ('glass nose'); initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; f/n in 328 ARZ at Mykolayiv-Kulbakino 18sep96; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 4 4 01005	"11" black	Tu-142MR	Soviet Navy	mfd	25jun85	full c/n 8058014401005; the sole known Tu-142MR with a navigator's compartment ('glass nose') - but not the prototype of this version as that one was built in 1977); was the first Tu-142MR which was ferried to Fedotovo-Kipelovo (in 1985)
	"11" black	Tu-142MR	Russian Navy	Mkk	jul95	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Beloozero' 16jul06 after a town in northern Russia; l/n operational Fedotovo-Kipelovo 2009; seen without engines at Fedotovo-Kipelovo 31aug13/2019; reportedly was based at Olenya
# 4 4 02007	"18" black	Tu-142MR	Russian Navy	mfd	31may86	full c/n 8058014402007 (but given on the c/n plate as just '80580102007'); initially opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; photo in 328 ARZ at Mykolayiv-Kulbakino 1996; f/n Fedotovo-Kipelovo sep09; later based at Olenya; l/n Fedotovo-Kipelovo 23aug14
# 4 5 02009	"28" red	Tu-142MR	Russian Navy	mfd	29dec85	full c/n 8058014502009; mfd also reported as 29nov85; f/n Mykolayiv-Kulbakino 18sep96 at 328 ARZ; l/n Mykolayiv-Kulbakino 08aug97; 'leader' aircraft (having most hours of any of the type); initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; photo Mongokhto-Kamenny Ruchei 25feb06; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 4 6 02017	"23" red	Tu-142MR	Russian Navy	mfd	24oct86	full c/n 8058014602017; mfd also reported as 29dec86; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; photo Mongokhto-Kamenny Ruchei 04jul05; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 3 7 02019	RF-34105 "14" black	Tu-142MR	Russian Navy	ph.	oct14	also coded "23" red, in grey c/s with 'MA VMF Rossii' titles and Russian stars; l/n Taganrog-Yuzhny jun19
# 3 7 02021	"15" black	Tu-142MR	Russian Navy	mfd	31aug87	full c/n 8058013702019; photo Taganrog-Yuzhny 21may11; based at Olenya
		Tu-142MR	Russian Navy	mfd	14oct87	full c/n 8058013702021, line # 02-03; opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Taganrog' 05dec07 after overhaul (the official ceremony took place at Taganrog 24dec07) and returned to its base 26dec07; seen Fedotovo-Kipelovo sep09; later based at Olenya; l/n Fedotovo-Kipelovo jul19 active with fading paint making the red star looking white
# 4 7 02023	RF-34069 "16" black	Tu-142MR	Russian Navy	ph.	jul20	also coded "15" red, in grey c/s with 'MA VMF Rossii' titles and Russian stars, named 'Taganrog'; l/n sep22
		Tu-142MR	Russian Navy	mfd	30dec87	full c/n 8058014702023, line # 02-04; opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; later based at Olenya
# 3 8 02025	"24" red	Tu-142MR	Russian Navy	mfd	21nov88	full c/n 8058013802025, line # 02-05; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed in 2007; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; f/n Mongokhto-Kamenny Ruchei 25sep10; l/n Mongokhto-Kamenny Ruchei jul15, undergoing heavy maintenance
	RF-34113	Tu-142MR	Russian Navy	PKC	06apr16	also carried code "24" red; opb 7061 AvB at Mongokhto-Kamenny Ruchei; in grey c/s with 'MA VMF Rossii' titles, Russian stars and blue spinner tips; l/n jul17 location unknown; seen VVO 2021 no code on
# 4 8 02026	"25" red	Tu-142MR	Russian Navy	mfd	09dec88	full c/n 8058014802026; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010; f/n Taganrog-Yuzhny 21may11
# 4 8 02027	"26" red	Tu-142MR	Russian Navy	mfd	02nov88	full c/n 8058014802027; mfd also reported as 30sep91; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 4 9 02030	"17" black	Tu-142MR	Russian Navy	mfd	04nov89	full c/n 8058014902030; opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; f/n Fedotovo-Kipelovo feb05, with faded paint, l/n as such 25aug06; named 'Veliki Ustyug' after a town in northern Russia 17oct08; later probably based at Olenya; modernised by Tavia at Taganrog-Yuzhny to a Tu-142MRM, seen at Taganrog-Yuzhny sep12 and mainly in primer without markings in mid-2014, test-flying
	RF-34073	Tu-142MRM	Russian Navy	Fed	23aug14	also carried code "17" red; probably based at Fedotovo-Kipelovo; named 'Veliki Ustyug'; in light grey c/s with 'MA VMF Rossii' titles and Russian stars; l/n Fedotovo-Kipelovo jul20
# 4 9 02038	"19" black	Tu-142MR	Russian Navy	mfd	23mar90	full c/n 8058014902038 (but given on the c/n plate as just '80580102038'); opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; f/n Fedotovo-Kipelovo sep09; later based at Olenya; l/n Fedotovo-Kipelovo 23aug14
# 4 5 03011	"22" red "22" red	Tu-142MR	Soviet Navy Russian Navy	mfd Mkk	24apr86 08aug97	full c/n 8058014503011; mfd also given as 14dec85
# 3 6 03015	"12" black	Tu-142MR	Russian Navy	mfd	27sep86	overhauled by 328 ARZ at Mykolayiv-Kulbakino in early 2005 after having been stored there for several years; left for Russia probably 05apr05 (photo on take-off from Mykolayiv-Kulbakino); probably initially opb 444 TsBP i PLS at Ostrov-Veretye, seen there aug06; later opb 3 ae 568 osap at Mongokhto-Kamenny Ruchei; l/n Mongokhto-Kamenny Ruchei 27mar07; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010
	RF-34067	Tu-142MR	Russian Navy	ph.	16jul18	full c/n 8058013603015; photo Mykolayiv-Kulbakino 14jul05; initially opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Vytegra' 18aug07 after a town in the Vologda region; f/n Fedotovo-Kipelovo 18aug07; l/n Fedotovo-Kipelovo sep09; later based at Olenya over St. Petersburg; with 'MA VMF Rossii' titles, also coded "12" red and named 'Vytegra'; l/n Fedotovo-Kipelovo 2019

Tu-142s with unknown c/ns

---	no code	Tu-142MR	Soviet Navy	f/f	jul77	prototype of this version, converted from a production Tu-142MK by MMZ "Opyt" (Factory No. 156) mar77/jul77; still with a navigator's compartment ('glass nose') and radar under the nose as opposed to production aircraft; trials started 23mar78; completed joint state trials dec80; was believed to be "11" black, but see c/n 8058014401005
---	"29" red	Tu-142MR	Russian Navy	no	reports	experimental aircraft, converted from a Tu-142M; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
---	"40" red	Tu-142	Soviet Navy			toc by 76 oplap dd 21mar70; first operational sortie over the Sea of Norway flown 27jul71
---	"41" red	Tu-142	Soviet Navy			toc by 76 oplap dd 25mar70; first operational sortie over the Sea of Norway flown 27jul71
---	".." red	Tu-142M	Soviet Navy			opb 310 oplap at Mongokhto-Kamenny Ruchei; w/o 20apr84 on a flight over the Sea of Okhotsk when engine No. 3 caught fire at a height of 7,200 metres after 1 hour 15 minutes, the fire spread to the right wing and the aircraft entered a right downward spiral and crashed into the sea, all 9 crew members (pilot: Colonel V.I. Zubkov) were killed
---	".." red	Tu-142M	Soviet Navy			opb 310 oplap at Mongokhto-Kamenny Ruchei; damaged 01oct87 on take-off from Kamenny Ruchei for an ASW training flight when the pilot (Captain S.N. Razumov) had the impression that the stabiliser did not work correctly (he had forgotten to preselect the correct position) and aborted the take-off run at a speed of 285 km/h, but the aircraft overran the runway by 375 metres and the nose gear collapsed, the crew escaped unhurt
---	not known	Tu-142	Soviet Navy			opb 76 oplap VVS SF at Severomorsk-1; w/o 06aug76 on a training flight from Severomorsk-1 when returned early due to some technical problem, came in too fast, veered off the runway to the right after 740 metres due to pilot error, ran over unpaved ground for 450 metres, ended up in a water-filled excavation and broke up, 6 crew members were killed (pilot: 2nd Lieutenant V.M. Khazegerov)
---	not known	Tu-142M	Ukraine Air Force			broken up at the Ukrainian Air Force State Aviation Research Centre at Kirovsk 24jul04; the first one of five Ukrainian Tu-142Ms to be scrapped under the "Cooperative Threat Reduction Program"
---	"10" red	Tu-142MZ	Ukraine Air Force	Mkk	1997	black and white photos in 1997 give the code as black rather than red; seen Mykolayiv-Kulbakino 27may02, wfu and in a slightly dismantled state, later scrapped
---	"52" red	Tu-142MZ	Ukraine Air Force	Mkk	1993	photo; l/n Mykolayiv-Kulbakino 30apr99; scrapped in 2005
---	"53" red	Tu-142MZ	Ukraine Air Force	Mkk	1993	photo, with Red star on tail painted out; l/n Mykolayiv-Kulbakino 30apr99; scrapped in 2005
---	"86" black	Tu-142M	Ukraine Air Force	Mkk	1993	photo, previously OPLAE 33 BCP; l/n Mykolayiv-Kulbakino 30apr99; scrapped in 2005

Tupolev Tu-144

The Tu-144 was the first supersonic airliner of the world (it took off on 31 December 1968, two months before the "Concorde"), but its regular airline service lasted only for seven months. This was largely due to in-fighting between the Ministry of Civil Aviation (MGA) and the Ministry of Aviation Industry (MAP). During the years of "stagnation", when most officials were more interested in their personal well-being than in achieving any other goals, introducing a completely new kind of aircraft into airline service, which required a lot of work and responsibility, was not in the real interest of the MGA bureaucracy.

Design and production of the Tu-144 were ordered by a decree of the Central Committee of the Communist Party of the Soviet Union and the Council of Ministers of the USSR issued on 16 July 1963. The airliner made its first Western appearance at the June 1971 Paris Air Show; and two years later, on 3 June 1973, an early production aircraft was destroyed while flying at the Paris Show, dealing a devastating blow to the Soviet aviation industry and the country's prestige.

Production did continue, however, at Voronezh, and the Tu-144 entered service with Aeroflot on freight flights to Alma-Ata (now Almaty) on 26 December 1975. Limited internal passenger services began on 1 November 1977 from Moscow to Alma-Ata. Because of the emergency landing of CCCP-77111 on 28 May 1978 regular flights were halted two days later after only 102 passenger flights. This measure was supposed to be provisional, but turned out to be for good.

Apart from technical problems (mainly with the engines, the early Kuznetsov NK-144A as well as the later Kolesov RD-36-51A) the Tu-144 suffered from lack of a viable economic concept: Tickets were sold for 68 rubles (as opposed to 48 rubles for a flight on a subsonic aircraft), at that time the equivalent of approximately 35 US Dollars, or half an average workman's monthly salary. There were no well-to-do business people and celebrities in the Soviet Union who would have been able to afford prices similar to that of a "Concorde" ticket, and thus the supersonic service operated with a loss. Series production was stopped on 27 January 1982 by a decree of the Minister of Aviation Industry, and the programme was officially cancelled on 1 June 1983 by a decree of the Soviet government. The remaining aircraft were to be used for tests and research.

The Tu-144 got a new lease of life when NASA decided to use it as a flying test-bed for the "High Speed Research Program". For this purpose, CCCP-77114 was put into rework in the Tupolev facility at Zhukovskiy for fitting Kuznetsov NK-321 engines and new avionics. Also all sorts of measuring equipment was installed. As usual, the programme saw delays, but finally RA-77114 made its second "maiden flight" on 29 November 1996. The tests ended in February 1998, and the aircraft has reportedly been sold to a Texan businessman in 2001. So it should not be expected that any Tu-144 will ever become airborne again.

Data has been taken from various Russian sources; the construction numbers for the static test frames have been copied from an article in the Polish magazine "Skrzydłata Polska", but have not been confirmed otherwise. The line numbers are to be found on all three wheel studs; additionally line numbers 04 2, 06 1 and 08 2 have also physically been checked by the authors. The manufacturing date given is the date the aircraft was completed.

For production aircraft, the c/n is prefixed by 10, being the product code (izdeliye 10), followed by the batch number and the number in the batch.

4 prototypes built by Factory No. 156 at Moscow-Lefortovo (MMZ "Opyt") and its outlet at Zhukovskiy

00 00	CCCP-68001	Tu-144	Tupolev, AFL c/s	mfd	09oct68	prototype; construction started in 1965; transported to Zhukovskiy in early 1968; f/f 31dec68; first official presentation SVO 20may69; first M=2 flight 25may70; Western debut at LBG 29may71 (with exhibition number '826'); seen SOF 06sep71; seen HAJ aor72; last flight; 27apr73; t/t 180 hours (about 50 hours supersonic) and more than 120 cycles; scrapped at Zhukovskiy mar85
01 1	CCCP-77101	Tu-144S	Tupolev, AFL c/s	f/f	01jul71	pre-production aircraft; construction started in 1968, completed in early 1971; started joint state trials 06aug71, first official presentation 20sep72; t/t 338 hours, 41 hours supersonic, 231 cycles; was also used as a flying test-bed for the Tu-160; broken up
01 3	--	Tu-144	Tupolev OKB			static test airframe similar to the first prototype, used for pressurisation tests; construction started in 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of the assumed load I)
01 4	--	Tu-144S	Tupolev OKB			static test airframe similar to the pre-production aircraft, with improved performance characteristics for testing of the middle and tail sections of the aircraft at SibNIA; also undertook pressurisation and mechanical loading tests; photo exists

16 series-production aircraft built by Factory No. 64 at Voronezh between 1972 and 1981

10 01 2	CCCP-77102	Tu-144S	Tupolev, AFL c/s	f/f	29mar72	first series-production aircraft; seen LBG 01jun73 with exhibition number '451'; w/o 03jun73 on a demonstration flight during the Paris Air Show when suddenly entered a steep dive for unknown reasons, when the crew recovered from the dive, g reached 4.5 and the left canard broke off, hitting the left wing and damaging a wing fuel tank, the aircraft entered a left spiral, broke up in mid-air and came down in flames at Goussainville 6,500 metres beyond the runway threshold, destroying 5 houses and damaging a further 20, all 6 crew and 8 persons on the ground killed plus 25 persons on the ground injured
10 02 1	CCCP-77103	Tu-144S	Tupolev, AFL c/s	ph.	jun73	f/f 13dec73; t/t 313 hours, 59 hours supersonic, 250 cycles; broken up in 1990s
10 02 2	CCCP-77104	Tu-144S	primer	f/f	16jun74	released 24sep74; photo 1975
	CCCP-77144	Tu-144S	MAP LII Zhukovskiy	LBG	03jun75	registration changed to symbolise the type; carried exhibition number '361' for the Paris Air Show; t/t 432 hours (94 hours supersonic) and 265 cycles; scrapped in 1990s
10 03 1	CCCP-77105	Tu-144D	MAP LII Zhukovskiy	mfd	1973	converted from Tu-144S while under construction, the first aircraft with RD-36-51A engines; in Aeroflot c/s; f/f 30nov74; was dumped at the radio test range at Zhukovskiy, seen aug92/sep93; scrapped probably in 1994, gone by aug95
10 04 1	CCCP-77106	Tu-144S	MAP LII Zhukovskiy	mfd	1974	in Aeroflot c/s; f/f 04mar75; underwent trials oct75/feb80 (first technical flight MOW-ALA 26dec75); last flight 29feb80 (to Monino); t/t 582 hours 36 minutes (of which 321 hours and 21 minutes were supersonic) and 320 cycles; trf to the Russian Air Force museum at Monino (N55.831899 E38.183008) 04mar80 and preserved there since, l/n aug23
10 04 2	CCCP-77108	Tu-144S	Tupolev, AFL c/s	f/f	20aug75	flight tests 1976-81; f/n SVO 29aug81; to Kuibyshev (now Samara) Aviation Institute (N53.240178 E50.364077) 27aug87, f/n jun90; l/n oct23
10 05 1	CCCP-77107	Tu-144S	Tupolev, AFL c/s	f/f	12dec75	line # 05-1; with test equipment instead of the passenger cabin; underwent state trials in 1977 and certification trials with GosNII GA; t/t 615 hours (187 hours supersonic) and 336 cycles by 1979
	CCCP-77107	Tu-144S	Kazan Avn Inst.	trf	29mar85	last flight 29mar85 (to Kazan-Borisoglebskoye); was used as a ground instructional airframe) by the Kazan Aviation Institute which became the Kazan State Technical University (KGTU) in 1992 and the Kazan National Research Technical University (KNITU) in 2009, was located near building 6 until apr17, dismantled oct16/apr17, the fuselage was relocated on a flat-bed trailer during the night 14/15apr17, the airframe was reassembled may17 and is preserved between buildings 2 and 8 of the KNITU (N55.821737 E49.135009) since 26may17 (the museum inside is to open 31dec18); l/n apr23
10 05 2	CCCP-77109	Tu-144S	MAP LII Zhukovskiy	f/f	29apr76	in Aeroflot c/s; rgd only 31oct77; the first Tu-144 on passenger service (Flight SU499 DME-ALA 01nov77), but never belonged to Aeroflot; trf to the SibNIA institute at Novosibirsk by decision of MAP 20mar80, with last flight to NAZ 14apr80; the Tu-144 programme was closed down and no static or fatigue trials were conducted, but the fuselage was pressurised to destruction; canx 20mar81; t/t 439 hours and 29 minutes, 244 flights
10 05 3	--	Tu-144S	natural metal	photo		dynamic test airframe for fatigue trials at SibNIA; fuselage section without nose and tail was flown to Novosibirsk on an An-22 and the centre section by Tu-95V c/n 5800302; destroyed during fatigue trials in 1976 or 1977; remains which were seen at SibNIA in a backyard in the mid-1980s are thought to be from this aircraft
10 06 1	CCCP-77110	Tu-144S	MAP LII Zhukovskiy	mfd	07jan77	f/f 14feb77; c/n checked, but in Soviet register as 10062 I; f/n LBG 04jun77 with exhibition number '345'; rgd only 31oct77; used on passenger service (MOW-ALA) but never belonged to Aeroflot; wfu 1981; was reportedly to be sold to the military for conversion to a jamming aircraft, but nothing came of this; canx 14feb84; last flight 01jun84 (to Ulyanovsk-Tsentralny); t/t 314 hours and 212 cycles; handed over to the future Museum of Civil Aviation at Ulyanovsk 01jun84 and displayed in the exhibition (N54.290774 E48.235568) from 1990, l/n 24aug24
10 06 2	CCCP-77111	Tu-144D	MAP Voronezh AZ	mfd	18apr78	the first series-production Tu-144D; in Aeroflot c/s; f/f 27apr78, ferried for tests at Zhukovskiy; t/t 9 hours 02 minutes and 5 cycles by 22may78; w/o 23may78 on a test flight from Zhukovskiy when developed an internal fuel leak which caused a rapidly progressing in-flight fire, the cockpit filled with black smoke and all 4 engines failed successively so that the crew opted for a forced landing wheels-up in a field near Kladkovo (at N55°23'41" E38°51'38" in the Yegoryevsk district of the Moscow region), the aircraft hit some 70-100 trees on finals, broke up while sliding over the field and was destroyed by the fire, 2 of the 5 test engineers killed and 2, plus all 3 crew, injured
10 07 1	CCCP-77112	Tu-144D	MAP LII Zhukovskiy	mfd	19jan79	f/f 19feb79; first reported ALA 05oct81 in an incident report (a false fire warning necessitated a precautionary landing), used call-sign CCCP-77339 this date; f/n ZIA 16aug92; belonged to the LII until 1995; l/n ZIA 21aug99, derelict; transported by barge via Baltic Sea, North Sea, Rhine and Neckar to Sinsheim, arrived 08nov00; preserved at Auto & Technik Museum Sinsheim since 26mar01, l/n aug24
10 08 1	CCCP-77113	Tu-144D	Tupolev, AFL c/s	f/f	02oct79	made an emergency landing at Engels 31aug80 after destruction of an engine in-flight; f/n ZIA 16aug92; was still in use by the LII as a flying laboratory for ozone research in 1993; l/n ZIA 24aug95; cannibalised for RA-77114; broken up in 2001
10 08 2	CCCP-77114	Tu-144D	Tupolev OKB	f/f	13apr81	in full Aeroflot c/s; established 3 world records 13/20jul83; equipped for radiation research in the upper atmosphere in 1986 and conducted several such flights in 1987/88; last flight 27feb90; f/n ZIA 16aug92; l/n ZIA 24aug95; converted by Tupolev in 1995/96 to, see next line
	RA-77114	Tu-144LL	Tupolev/NASA	r/o	17mar96	re-engined with NK-321 engines; named 'Moskva' and carried an additional US flag; f/f 29nov96; made 32 flights under the NASA 'High Speed Research Program', last flight 11feb98; t/t 432 hours; stored without engines on the apron of the LII at Zhukovskiy, seen aug04/nov18
	CCCP-77114	Tu-144LL	Aeroflot	ZIA	16jul19	repainted in full, almost original Aeroflot c/s; towed 16jul19 from the LII to the junction of ul. Tupoleva and Tupolevskoye shosse at Zhukovskiy (N55.580843 38.125444) 16jul19 and preserved there; l/n nov24
10 09 1	CCCP-77115	Tu-144D	MAP LII Zhukovskiy	mfd	1981	f/f 04oct84; t/t 38 hours 34 minutes; f/n ZIA 16aug92, wfu; technical condition checked for the last time 05jul99 (could still have been restored to flying condition by then); freshly painted up in summer 2007; sits at Zhukovskiy (N55.571408 E38.152335), l/n 20dec18; as part of a permanent exhibition at Zhukovskiy and on the MAKs static show jul21
10 09 2	CCCP-77116	Tu-144D	Tupolev, AFL c/s			practically complete by 1985 when work was stopped; stored at the Voronezh factory airfield; dismantled in the early 1990s

Tupolev Tu-154

Alongside the Tu-134, the Tu-154 has been the workhorse for Aeroflot since entering service on the Moscow-Mineralnye Vody route on 9 February 1972. Similar in size to the Boeing 727, it made its first flight October 1968 and first appeared at the Paris Air Show the following year. First exports were made to Bulgaria in May 1972, and since then the type has seen service throughout Eastern Europe as well as in Cuba, China, Iran, Mongolia, North Korea, Egypt, Syria, Afghanistan, Guyana, Nicaragua and Yemen. Like the Tu-134, the Tu-154 has been taken on by new airlines emerging from the break-up of the Soviet Union in the beginning of the 1990s.

In total, 606 straight Tu-154 and Tu-154B aircraft, of which many are scrapped or wfu by now, were completed before production of the modernised, Tu-154M with new engines began in 1982. Production of all versions was at Factory No. 18 at Kuibyshev (now named Samara), where in total 320 Tu-154Ms where produced by early 2002. Several dozen Tu-154Ms are already known to have been wfu whilst some ten aircraft, completed more or less in 1994/1995, remain unsold at the factory.

By February 2002 an official statement from "Aviakor" in Samara by a manager from their Moscow representation, Vladimir Odintsov, stated that the production of the Tu-154M is coming to an end. Parts of the tooling have already been removed from the production buildings. In 2000, four Tu-154Ms had been sold and in 2001 only two (among them c/n 1020 which was completed several years ago).

Whereas two years ago, there were 13-14 aircraft in various stages of completion at the factory, now only about 8 of them remain. The price tag for a Tu-154M (equipped in a way that it will be able to fly into the EU until 2006) was \$ 8 million by this date.

In Iran the Tu-154 now plays a key role in civil aviation. Of interest are some big projects there. There is a line-maintenance station already working in Mashad and another one is being considered on Kish Island. The Iranians have completed a huge air-conditioned hangar at Mashad and want the Vnukovo Rework Plant to send equipment and technical staff to work there. There were rumours of Iranian plans to purchase some new Tu-154s from Aviakor at the end of the 1990s, but Aviakor could not proceed with the order.

The construction number of all Aeroflot's original Tu-154s coincides with the 'last three' of the registration. The prototype and the ten pre-production series are known to have c/ns 67-KH1 and 69M001 to 70M010. This has been confirmed from sightings of aircraft at the Samara Research Institute and Kiev's Institute of Civil Aviation. In addition, early photographs of the production line show an aircraft registered CCCP-85703 which is believed to have become CCCP-85003. All production aircraft c/ns have, before the line number, the year of manufacture, for example CCCP-85012, full c/n is 71A012. However, on the CoFA the year is normally not given.

The c/n is found on every panel in the cargo bays. These panels have their own sequence number plus the aircraft c/n, for example 1 411, 2 411, 3 411. If no internal access is possible, all main undercarriage wheel doors carry a small 1 x 2 cm plate with the c/n. These plates might, sometimes, be hard to read. In addition, both main undercarriage wheel studs have the c/n stenciled on followed by the cyrillic letter L or P. The two characters stand for 'levy' and 'pravyy', the Russian words for left and right.

Tu-154 prototypes and pre-production aircraft

67-KH1	CCCP-85000	Tu-154	Tupolev OKB	ph.	24apr68	at MMZ "Opyt"; f/f 03oct68 from Zhukovskiy; in Aeroflot c/s; f/n LBG 28may69/05jun69 with exhibition number '828'; reported stored at MMZ "Opyt" and reported broken up in 1998
69M001	CCCP-85701(1) CCCP-85001(1) CCCP-85001(1)	Tu-154 Tupolev OKB Tupolev OKB	Tupolev OKB Tupolev OKB AFL/GosNII GA	r/r photo toc	1969 04jun71	in bare metal c/s taken on the production line at Kuibyshev; see c/n 91A876 photo 1969; in Aeroflot c/s; test aircraft; mfd jun70 rgd 19jan73; soc 30nov74 as worn out; l/n SVO 01sep81, wfu; reported broken up; see c/n 89A820 see c/n 91A877
69M002	CCCP-85702(1) CCCP-85002	Tu-154 Tupolev OKB	Tupolev OKB Tupolev OKB	r/r	1969	in Aeroflot c/s; test aircraft, fitted with a spin recovery parachute in a fairing at the base of the fin; f/n SXF 26jan73; l/n VKO 18sep85; reported broken up
69M003	CCCP-85703(1) CCCP-85003	Tu-154 Tupolev OKB	Tupolev OKB Tupolev OKB	photo r/r	1969	in bare metal c/s taken on the production line at Kuibyshev; see c/n 91A878 in Aeroflot c/s; test aircraft; undertook extensive tests for the Tu-154B programme in 1975; f/n 26apr93 at the Samara Aviation Institute (N53.241113 E50.363844), retains the original rounded APU; seen jun04/feb19; c/n checked see c/n 91A879
69M004	CCCP-85704(1) CCCP-85004	Tu-154 Tupolev OKB	Tupolev OKB Tupolev OKB	r/r	1969	reported used for static tests at Zhukovskiy
70M005	CCCP-85005 CCCP-85005	Tu-154 Tupolev OKB	AFL/GosNII GA MAP	mfd trf	1970 22nov76	was a testbed for a modified navigation suite; toc 05jan71; presented at SVO 24jan71; l/n VKO 16apr72 based on a decree by the Council of Ministers issued 02jun76; displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from oct76, retained the original rounded APU; broken up 13sep08
70M006	CCCP-85006 CCCP-85006 CCCP-85006 CCCP-85006	Tu-154 Tupolev OKB Aeroflot/USHVLP AFL/Moscow-VKO	AFL/Moscow-VKO Aeroflot/USHVLP AFL/Moscow-VKO LII GA	mfd trf trf trf	jun70 24apr72 22oct73 16may80	f/n SVO 12aug70; toc 18dec70; arrived for trials at VKO 25dec70 Ulyanovsk Advanced Flying Training College; rgd 01jun72; f/n SXF 19aug72 later upgraded with modified APU jetpipe and shorter wing boundary layer fences f/n sep81; soc 18mar83 as worn out; after a mercury spill in the cargo compartment, used as ground instructional airframe by the SVO technical school; l/n jul04; broken up at SVO toc 07dec70; arrived for trials at VKO 25dec70; f/n VKO 03jun71; rgd 16may73; converted to Tu-154B, see next line; see c/n 88A777
70M007	CCCP-85007(1) CCCP-85007(1)	Tu-154 Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	17aug70 15jan81	used at Vnukovo as the Tu-154B flying test-bed for developing maintenance programmes; seen MCX 24aug87; l/n VKO 13apr92 soc 04may94 as life-time expired; canx 30may94; l/n VKO 01jul95, wfu; broken up toc 10dec70; arrived for trials at VKO 25dec70
70M008	RA-85007(1) CCCP-85008 CCCP-85008 CCCP-85008 CCCP-85008 CCCP-85008 CCCP-85008 85008 85008	Tu-154B Tupolev OKB Tupolev OKB Tupolev OKB Tupolev OKB Tupolev OKB Tupolev OKB Tupolev OKB Tupolev OKB	Aeroflot AFL/Moscow-VKO AFL/International AFL/Moscow-VKO Aeroflot/USHVLP AFL/Ukraine AFL/Ulyanovsk HFS Aeroflot ex-Aeroflot c/s	VKO mfd trf trf trf trf trf trf trf trf	21mar93 nov70 03jun71 25jul73 30jul74 01jun90 unknown 18sep96 27may02 dec70	rgd 26jul73 Ulyanovsk Advanced Flying Training College; f/n RIX 05sep81 on charge as of 01jul90; soc 16dec91 as to Ukraine l/n Mykolayiv-Kulbakino 08may98; seen Mykolayiv-Kulbakino 30apr99, titles not reported with white tail, no titles; still visible on GE in 2004; broken up toc 08jan71; f/n VKO 06apr72; rgd 01jun72; later upgraded with modified APU jetpipe and shorter wing boundary layer fences; trf to the Kiev Institute of Civil Aviation 02jun80, (MGA document gives trf date as 18jul80); soc 16aug82 as worn out; l/n may99
70M009	CCCP-85009 UR-85009	Tu-154 Tu-154	AFL/Moscow-VKO ex-Aeroflot c/s	mfd 30may02	jan71 25oct73	used as ground instructional airframe by the National Aviation University (new name from 2000) with Ukrainian flag on the fin, seen may03/25dec20 toc 12feb71; photo jun71; rgd 27apr73 Ulyanovsk Advanced Flying Training College; soc 11jul75, damaged in flight and made a rough landing; used as a ground instructional airframe by the Yegoryevsk technical school (N55.380901 E39.007140), retains the original rounded APU, seen may94/feb15

Tu-154 production aircraft

71A011	CCCP-85011 CCCP-85011 CCCP-85011 CCCP-85011 CCCP-85011	Tu-154 Tupolev OKB Tupolev OKB Tupolev OKB Tupolev OKB	AFL/Moscow-VKO AFL/International AFL/GosNII GA AFL/Moscow-VKO AFL/Ural's-SVX	mfd trf trf trf trf	may71 23sep71 13sep72 12mar74 05aug75	toc 15may71; c/n given in MGA document as 70A011 rgd 03apr74 f/n DME 27aug75; photo AER 1977; upgraded with modified APU jetpipe and shorter wing boundary layer fences; soc 23jun81 as worn out; used as a ground instructional airframe by the Yegoryevsk technical School (N55.380113 E39.007739), seen may94/may17
71A012	CCCP-85012	Tu-154	AFL/Moscow	toc	15may71	In MGA document as 15may72; f/n SVO 25may71; seen LBG 05jun71 with exhibition number '827'; seen LBG 31may73 with exhibition number '452'; trf 10jul75 to the Irkutsk Technical Aviation School (IATU GA) and used as a ground instructional airframe at Irkutsk; soc 24dec75 as could no longer be used; photo 1982; f/n jul92; still with the old wavy Soviet flag and exhibition number '452', retained the original rounded APU; broken up in 1996; l/n apr97, fuselage only photo exists in bare metal c/s on the production line; toc 05feb72; f/n SXF mar72; rgd 01jun72; see c/n 90A840
71A013	CCCP-85013(1) CCCP-85013(1)	Tu-154 Tupolev OKB	AFL/Moscow-VKO Aeroflot/USHVLP	mfd trf	dec71 09dec72	Ulyanovsk Advanced Flying Training College; converted to Tu-154B, date unknown; f/n DME 12apr91, as such opb Ulyanovsk HFS; soc 30apr99 as life-time expired; canx 21jun99; l/n ULV 17aug99; broken up toc 05feb72; rgd 09jun72; f/n VKO 04oct72
71A014	RA-85013(1) CCCP-85014 CCCP-85014	Tu-154B Tupolev OKB Tupolev OKB	Aeroflot AFL/Moscow-VKO AFL/Ural's	ULV mfd trf	31aug93 jan72 20oct75	upgraded in 1976, with modified APU jetpipe etc; soc 13aug80 due to its poor technical condition; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield, f/n jul92; broken up jul01 (photo proof), remains l/n jul04 toc 05feb72; rgd 01jun72; photo VKO feb73
71A015	CCCP-85015 CCCP-85015	Tu-154 Tupolev OKB	AFL/Moscow-VKO AFL/Ural's	mfd trf	dec71 08jul75	upgraded in 1976, with modified APU jetpipe etc; soc 13aug80 due to its poor technical condition; present at the Omsk Aviation Technical School (N54.956856 E73.327627) since at least jul02 according to GE image; seen sep11/feb24, with small RA- prefix and Russian flag on the tail toc 05feb72; first flight with passengers VKO-MRV 09feb72; rgd 01jun72; see c/n 90A844
71A016	CCCP-85016(1) CCCP-85016(1)	Tu-154 Tupolev OKB	AFL/Moscow-VKO Aeroflot/USHVLP	mfd trf	dec71 unknown	Ulyanovsk Advanced Flying Training College; on charge as of 01jul73; converted to Tu-154B, date unknown; f/n ULV 09sep92 as such, with Russian flag on the tail; l/n ULV 10sep93 in Aeroflot c/s and titles; l/n ULV 17aug99; soc 30apr99 as life-time expired; canx 21jun99; stored ULV; broken up; see c/n 90A844
71A017	CCCP-85017 CCCP-85017	Tu-154 Tupolev OKB	AFL/Moscow-VKO AFL/GosNII GA	mfd trf	apr72 22mar82	toc 20apr72; rgd 01jun72; photo VKO feb73 soc 20may83 for fatigue tests; tested to destruction by the SibNIA institute
71A018	CCCP-85018(1) CCCP-85018(1) CCCP-85018(1) CCCP-85018(1) RA-85018(1)	Tu-154 Tupolev OKB Tupolev OKB Tupolev OKB Tupolev OKB	AFL/Moscow-VKO AFL/Privolzhsk Avial. Tatarstana Avial. Tatarstana	mfd trf trf trf trf	feb72 19may76 01may92 14jul94	converted to Tu-154B-1, date unknown in Aeroflot c/s and titles soc and canx 01mar95 as life-time expired; seen Kazan-Osnovnoi 26nov97, partly broken up; scrapped there 18aug98
71A019	CCCP-85019(1)	Tu-154	AFL/Moscow	mfd	jan72	toc 21mar72; rgd 01jun72; opb Vnukovski OAO; f/n VKO 02oct72; see c/n 05A1019

	CCCP-85019(1)	Tu-154	AFL/Privolzhsk	trf	18sep75	opb Kuibyshevsk OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81
	CCCP-85019(1) RA-85019(1) RA-85019(1)	Tu-154S Tu-154S Tu-154S	AFL/Far East Aeroflot Dalavia	trf KHF trf	21mar84 24may93 01jun93	rgd 11may84; opb 1-y Khabarovsk OAO; f/n KHF 1985; l/n SXF 1986
71A020	CCCP-85020 CCCP-85020	Tu-154 Tu-154	AFL/International AFL/Moscow-VKO	mfd trf	may72 18jul73	leased to Transaero and carried additional 'Transaero' titles from 1993; f/n SVO 27aug93; wfu 01oct94; soc 22dec94 as life-time expired; canx 27dec94; seen partially dismantled KHF feb95; used as a shed by the KHF maintenance base, still carrying additional 'Transaero' titles, l/n oct05; broken up at KHF toc 25may72; rgd 09jun72 retained the original rounded APU; suffered structural damage 06aug74 on landing at Vnukovo when the flaps deployed asymmetrically and the aircraft came down very hard; f/n VKO 27aug75; the aircraft was repaired, but was not permitted to enter service again; ferried to IEF for use as a ground instructional airframe by the Kiev Institute of Civil Engineering (KIIGA); soc 28feb76 as life-time expired; seen with the KIIGA mar77/aug02, titles painted out at some stage; subsequently preserved in the Oleg Antonov State Aviation Museum (N50.406546 E30.460777) at Kiev which opened 30sep03, seen oct03/oct21 rgd 08aug72; toc 14aug72; f/n SXF 22aug72 converted to Tu-154B-1, date unknown l/n VKO 16jul93 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n FRU 11may98; not in 1999 fleet list; broken up toc 25nov72; opb Sheremetyevsk OAO; f/n SVO 30nov72; rgd 14dec72
71A021	CCCP-85021 CCCP-85021 CCCP-85021 EX-85021	Tu-154 Tu-154 Tu-154B-1 Tu-154B-1	AFL/International AFL/East Siberia AFL/Kyrgyzstan Kyrgyzstan Al	mfd trf trf FRU	jul72 21aug75 17may88 09may95	opb Sheremetyevsk OAO; f/n ZRH 11nov74 Ulyanovsk Advanced Flying Training College l/n BSL apr79, still with a thin fairing around the "Mikron" aerial in front of the stabiliser; trf to the SibNIA institute at Novosibirsk-Yeltsinovka for fatigue trials around 1979 and tested to partial destruction; the damaged rear fuselage sat at the dump of SibNIA for many years, seen mar01/apr04 - it had a thick fairing around the "Mikron" aerial in front of the stabiliser (as per c/n 043 and later aircraft), so the aircraft received the tail of a later-built Tu-154 at some stage, although it was not converted to a Tu-154B or Tu-154S toc 06oct72; rgd 30oct72; f/n SXF 08oct72; w/o 19feb73 on a flight from Moscow to Prague when dropped below the glide path on finals to Ruzhyn after passing the inner marker, hit the ground near a motorway 467 metres before the runway threshold and broke up, the fuselage came to rest upside down 50 metres before the runway threshold and burnt out, 4 of the 13 crew and 62 of the 87 passengers killed plus 3 crew and 15 passengers seriously injured, owing to the high degree of destruction and the total disintegration of the aircraft in the crash and the ensuing fire it was not possible to establish the precise cause of the accident, the influence of unexpected atmospheric turbulence during the aircraft's final approach cannot be entirely ruled out; t/t 459 hours and 261 cycles; soc 10may73 toc 01sep72; rgd 15sep72; f/n SXF 16sep72
72A022	CCCP-85022 CCCP-85022 CCCP-85022 CCCP-85022 CCCP-85022	Tu-154 Tu-154 Tu-154 Tu-154 Tu-154	AFL/International AFL/Ukraine-KBP AFL/International Aeroflot/UShVLP MAP LIIT Zhukovski	mfd trf trf trf trf	nov72 09aug74 04oct74 14mar75 26jul78	trf to MAP, see next line based on a decree dated 09feb78; became Tu-154LL electronics and control systems test-bed (control configured vehicle) for Buran space shuttle; f/n ZIA 11aug92, Tu-154B painted on the nose; l/n ZIA 24aug95; reported broken up 1997 toc 19sep72; rgd 25sep72; f/n MXP oct75; converted to Tu-154B, see next line photo exists VKO, carried additional 'Official Olympic Carrier' titles
72A023	CCCP-85023	Tu-154	AFL/International	mfd	sep72	on charge as of 01jan92; f/n ULV 09sep92, in Aeroflot c/s and titles; soc 23jul93 as life-time expired; canx 15dec96; l/n ULV 17aug99; broken up d/d 21jun72 to Sofia; f/n MAN 05aug72; seen 1974 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; converted to Tu-154A; photo sep80, painted as such; converted to Tu-154B; f/n ORY 20jul82, painted as such; l/n SOF 07jan98, wfu; broken up; forward section in use as a cabin trainer in a building north side at SOF; l/n 24apr06, as such d/d late jun72 to Sofia; f/n MAN 08jul72; seen LHR 25may74 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; l/n LHR 29aug77, painted as just Tu-154 no titles; returned to Balkan l/n LHR 04feb78; crashed on approach to Damascus 23mar78 when the crew failed to realize their altitude was too low and they struck the slope of a mountain, some 22.5 km NE of the city; the aircraft was destroyed and all 4 crew were killed, the cargo flight had originated from Sofia and was on its way to Sharjah with a planned intermediate stop at Damascus; t/t 7,800 hours toc 08oct72; rgd 30oct72; f/n VKO 27aug75; converted to Tu-154B, date unknown; f/n PRG 03jun89, as such; l/n VKO 16aug92
72A024	CCCP-85024 CCCP-85024 CCCP-85024 CCCP-85024	Tu-154 Tu-154 Tu-154 Tu-154B	AFL/International AFL/East Siberia AFL/Ukraine MAP LIIT Zhukovski	mfd trf trf trf	aug72 01jul75 sep81 19apr82	seen VKO jul94, derelict; soc 03may95 and canx 04may95 as life-time expired; l/n VKO apr97; broken up toc 20oct72; rgd 27nov72; converted to Tu-154B, date unknown; w/o 13jun81 on a flight from Moscow to Bratsk when veered off the wet runway during the landing run with reverse thrust deployed and the fuselage broke in two, 3 of the 111 passengers injured; soc 14aug81 toc 30dec72; f/n LBG 27dec72; rgd 22jan73; dbr 07may73 on a training flight from Moscow-Vnukovo, control of the spoilers failed so that the aircraft took off with the inner spoilers deployed, this resulted in severe vibrations after take-off with engines No. 1 and 3 losing power, the crew elected to make a straight ahead forced landing in a forest, no casualties; soc and canx 18jul73 toc 03jan73; rgd 22jan73; f/n LED 11aug75; converted to Tu-154B, see next line; see c/n 87A751
72A025	CCCP-85025 CCCP-85025 CCCP-85025 CCCP-85025	Tu-154 Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Ukraine Ulyanovsk HFS	mfd rgd trf trf	sep72 19jul79 26jan87 unknown	wfu in early 1995; l/n KHF 11may95; soc by jan96; used as a ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.264038 E104.36406) since apr95 (official trf date ?, see l/n above), seen jun01 as such, l/n apr14/aug22, still with Aeroflot titles test and development aircraft for verifying new features of the Tu-154 programme; rgd 15may79; f/n LBG 07jun79 in Aeroflot c/s; was seen preserved outside Zhukovski 16aug92/15may93 in a position previously occupied by Tu-104A CCCP-42396; scrapped after set on fire and damaged by vandals jun93, remains only seen 03jul93 toc 09jan73; rgd 21feb73; f/n VKO jul84; converted to Tu-154B, date unknown; f/n PRG 15jul89, as such; l/n VKO 08jul92
72A026	LZ-BTA	Tu-154	Balkan	mfd	may72	soc and canx 07jun96 as life-time expired; l/n VKO 22apr98, derelict; broken up toc 03mar73; f/n SXF 05mar73; rgd 19mar73 opb Kuibyshevsk OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154B-1 in the late 1970s or early 1980s soc Kuibyshevsk OAO soc 10aug94 as life-time expired and canx the same day; seen in the process of being broken up at KUF 19may96, gone by sep97 rgd 06sep73; in Aeroflot c/s; already f/n ATH 24jun73; l/n SVO may78, wfu; modernised to Tu-154B; converted by MMZ "Opyt" to, see next line test-bed for gaseous fuel, No. 2 engine replaced by NK-88; in Aeroflot c/s; at first modified to use hydrogen, f/f as such 15apr88; later modified to use liquefied natural gas, f/f as such 18jan89; carried out some 100 test flights; 'Aeroflot' titles removed at some time; wfu at Zhukovski, without engines, seen aug03/jul21; offered by Rostekhto the administrations of the Russian regions 17dec20 for preservation or display f/n LHR 17mar73; converted to Tu-154B; f/n CGN 05jun83, as such; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; wfu SOF 1996; l/n SOF 07jan98 as such; broken up beside hangar #3 at Sofia in oct99 toc 04apr73; opb Sheremetyevsk OAO; f/n SXF 06apr73; rgd 04may73; l/n BRU 29mar75; see c/n 85A706 opb Irkutsk OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 rgd 20jul84; opb 1-y Khabarovsk OAO; f/n KHF 1985; l/n LWN 14dec88 opb Dalavia still in full Aeroflot c/s including titles; l/n as such KHF 12may95; seen SXF 20jul95 with an additional small 'Red Cross' logo on the fuselage; soc 22nov95 as life-time expired and canx the same day; scrapped at KHF feb97 toc 06apr73; f/n FRA 09apr73; rgd 04may73; first production aircraft with a modified APU jetpipe, vertically cut off at the rear end, which was standard from this aircraft onwards; see c/n 86A743 converted to Tu-154B-1, date unknown
72A027	LZ-BTB LZ-BTB LZ-BTB	Tu-154 Tu-154 Tu-154	Libyan Arab c/s Balkan	JED LHR	06nov77 16jan78	soc 28jul95 as life-time expired; canx 19sep95; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263904 E104.36280), 'CCCP-' starting to bleed through, seen jun01, still in full Aeroflot c/s with titles; l/n apr14/10mar18; scrapped IKT may18 toc 08may73; f/n SXF 18may73; rgd 29may73
72A028	CCCP-85028	Tu-154	AFL/Moscow-VKO	mfd	sep72	on charge as of 01jan92; f/n ULV 09sep92, in Aeroflot c/s and titles; soc 23jul93 as life-time expired; canx 15dec96; l/n ULV 17aug99; broken up d/d 21jun72 to Sofia; f/n MAN 05aug72; seen 1974 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; converted to Tu-154A; photo sep80, painted as such; converted to Tu-154B; f/n ORY 20jul82, painted as such; l/n SOF 07jan98, wfu; broken up; forward section in use as a cabin trainer in a building north side at SOF; l/n 24apr06, as such d/d late jun72 to Sofia; f/n MAN 08jul72; seen LHR 25may74 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; l/n LHR 29aug77, painted as just Tu-154 no titles; returned to Balkan l/n LHR 04feb78; crashed on approach to Damascus 23mar78 when the crew failed to realize their altitude was too low and they struck the slope of a mountain, some 22.5 km NE of the city; the aircraft was destroyed and all 4 crew were killed, the cargo flight had originated from Sofia and was on its way to Sharjah with a planned intermediate stop at Damascus; t/t 7,800 hours toc 08oct72; rgd 30oct72; f/n VKO 27aug75; converted to Tu-154B, date unknown; f/n PRG 03jun89, as such; l/n VKO 16aug92
72A029	RA-85028 CCCP-85029	Tu-154B Tu-154	Aeroflot AFL/Moscow-VKO	VKO mfd	05jul93 sep72	seen VKO jul94, derelict; soc 03may95 and canx 04may95 as life-time expired; l/n VKO apr97; broken up toc 20oct72; rgd 27nov72; converted to Tu-154B, date unknown; w/o 13jun81 on a flight from Moscow to Bratsk when veered off the wet runway during the landing run with reverse thrust deployed and the fuselage broke in two, 3 of the 111 passengers injured; soc 14aug81 toc 30dec72; f/n LBG 27dec72; rgd 22jan73; dbr 07may73 on a training flight from Moscow-Vnukovo, control of the spoilers failed so that the aircraft took off with the inner spoilers deployed, this resulted in severe vibrations after take-off with engines No. 1 and 3 losing power, the crew elected to make a straight ahead forced landing in a forest, no casualties; soc and canx 18jul73 toc 03jan73; rgd 22jan73; f/n LED 11aug75; converted to Tu-154B, see next line; see c/n 87A751
72A030	CCCP-85030	Tu-154	AFL/Moscow-VKO	mfd	dec72	wfu in early 1995; l/n KHF 11may95; soc by jan96; used as a ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.264038 E104.36406) since apr95 (official trf date ?, see l/n above), seen jun01 as such, l/n apr14/aug22, still with Aeroflot titles test and development aircraft for verifying new features of the Tu-154 programme; rgd 15may79; f/n LBG 07jun79 in Aeroflot c/s; was seen preserved outside Zhukovski 16aug92/15may93 in a position previously occupied by Tu-104A CCCP-42396; scrapped after set on fire and damaged by vandals jun93, remains only seen 03jul93 toc 09jan73; rgd 21feb73; f/n VKO jul84; converted to Tu-154B, date unknown; f/n PRG 15jul89, as such; l/n VKO 08jul92
72A031	CCCP-85031(1) CCCP-85031(1) CCCP-85031(1) RA-85031(1) RA-85031(1)	Tu-154 Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Far East-KHF Aeroflot Dalavia	mfd rgd trf KHF trf	24nov72 04dec79 12mar87 28may93 01jun93	soc and canx 07jun96 as life-time expired; l/n VKO 22apr98, derelict; broken up toc 03mar73; f/n SXF 05mar73; rgd 19mar73 opb Kuibyshevsk OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154B-1 in the late 1970s or early 1980s soc Kuibyshevsk OAO soc 10aug94 as life-time expired and canx the same day; seen in the process of being broken up at KUF 19may96, gone by sep97 rgd 06sep73; in Aeroflot c/s; already f/n ATH 24jun73; l/n SVO may78, wfu; modernised to Tu-154B; converted by MMZ "Opyt" to, see next line test-bed for gaseous fuel, No. 2 engine replaced by NK-88; in Aeroflot c/s; at first modified to use hydrogen, f/f as such 15apr88; later modified to use liquefied natural gas, f/f as such 18jan89; carried out some 100 test flights; 'Aeroflot' titles removed at some time; wfu at Zhukovski, without engines, seen aug03/jul21; offered by Rostekhto the administrations of the Russian regions 17dec20 for preservation or display f/n LHR 17mar73; converted to Tu-154B; f/n CGN 05jun83, as such; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; wfu SOF 1996; l/n SOF 07jan98 as such; broken up beside hangar #3 at Sofia in oct99 toc 04apr73; opb Sheremetyevsk OAO; f/n SXF 06apr73; rgd 04may73; l/n BRU 29mar75; see c/n 85A706 opb Irkutsk OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 rgd 20jul84; opb 1-y Khabarovsk OAO; f/n KHF 1985; l/n LWN 14dec88 opb Dalavia still in full Aeroflot c/s including titles; l/n as such KHF 12may95; seen SXF 20jul95 with an additional small 'Red Cross' logo on the fuselage; soc 22nov95 as life-time expired and canx the same day; scrapped at KHF feb97 toc 06apr73; f/n FRA 09apr73; rgd 04may73; first production aircraft with a modified APU jetpipe, vertically cut off at the rear end, which was standard from this aircraft onwards; see c/n 86A743 converted to Tu-154B-1, date unknown
72A032	CCCP-85032	Tu-154	MAP LIIT Zhukovski	mfd	12jun73	soc 28jul95 as life-time expired; canx 19sep95; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263904 E104.36280), 'CCCP-' starting to bleed through, seen jun01, still in full Aeroflot c/s with titles; l/n apr14/10mar18; scrapped IKT may18 toc 08may73; f/n SXF 18may73; rgd 29may73
72A033	CCCP-85033	Tu-154	AFL/Moscow-VKO	mfd	dec72	on charge as of 01jan92; f/n ULV 09sep92, in Aeroflot c/s and titles; soc 23jul93 as life-time expired; canx 15dec96; l/n ULV 17aug99; broken up d/d 21jun72 to Sofia; f/n MAN 05aug72; seen 1974 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; converted to Tu-154A; photo sep80, painted as such; converted to Tu-154B; f/n ORY 20jul82, painted as such; l/n SOF 07jan98, wfu; broken up; forward section in use as a cabin trainer in a building north side at SOF; l/n 24apr06, as such d/d late jun72 to Sofia; f/n MAN 08jul72; seen LHR 25may74 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; l/n LHR 29aug77, painted as just Tu-154 no titles; returned to Balkan l/n LHR 04feb78; crashed on approach to Damascus 23mar78 when the crew failed to realize their altitude was too low and they struck the slope of a mountain, some 22.5 km NE of the city; the aircraft was destroyed and all 4 crew were killed, the cargo flight had originated from Sofia and was on its way to Sharjah with a planned intermediate stop at Damascus; t/t 7,800 hours toc 08oct72; rgd 30oct72; f/n VKO 27aug75; converted to Tu-154B, date unknown; f/n PRG 03jun89, as such; l/n VKO 16aug92
72A034	RA-85033 RA-85033 CCCP-85034 CCCP-85034	Tu-154B Tu-154B Tu-154 Tu-154	Aeroflot Vnukovo Airlines AFL/International AFL/Privolzhsk	SVO trf mfd trf	04jul93 30aug94 dec72 25jun75	soc and canx 07jun96 as life-time expired; l/n VKO 22apr98, derelict; broken up toc 03mar73; f/n SXF 05mar73; rgd 19mar73 opb Kuibyshevsk OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154B-1 in the late 1970s or early 1980s soc Kuibyshevsk OAO soc 10aug94 as life-time expired and canx the same day; seen in the process of being broken up at KUF 19may96, gone by sep97 rgd 06sep73; in Aeroflot c/s; already f/n ATH 24jun73; l/n SVO may78, wfu; modernised to Tu-154B; converted by MMZ "Opyt" to, see next line test-bed for gaseous fuel, No. 2 engine replaced by NK-88; in Aeroflot c/s; at first modified to use hydrogen, f/f as such 15apr88; later modified to use liquefied natural gas, f/f as such 18jan89; carried out some 100 test flights; 'Aeroflot' titles removed at some time; wfu at Zhukovski, without engines, seen aug03/jul21; offered by Rostekhto the administrations of the Russian regions 17dec20 for preservation or display f/n LHR 17mar73; converted to Tu-154B; f/n CGN 05jun83, as such; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; wfu SOF 1996; l/n SOF 07jan98 as such; broken up beside hangar #3 at Sofia in oct99 toc 04apr73; opb Sheremetyevsk OAO; f/n SXF 06apr73; rgd 04may73; l/n BRU 29mar75; see c/n 85A706 opb Irkutsk OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 rgd 20jul84; opb 1-y Khabarovsk OAO; f/n KHF 1985; l/n LWN 14dec88 opb Dalavia still in full Aeroflot c/s including titles; l/n as such KHF 12may95; seen SXF 20jul95 with an additional small 'Red Cross' logo on the fuselage; soc 22nov95 as life-time expired and canx the same day; scrapped at KHF feb97 toc 06apr73; f/n FRA 09apr73; rgd 04may73; first production aircraft with a modified APU jetpipe, vertically cut off at the rear end, which was standard from this aircraft onwards; see c/n 86A743 converted to Tu-154B-1, date unknown
72A035	CCCP-85034 RA-85034	Tu-154B-1 Tu-154B-1	AFL/Privolzhsk Aeroflot	KJA KUF	29may85 25apr93	soc 28jul95 as life-time expired; canx 19sep95; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263904 E104.36280), 'CCCP-' starting to bleed through, seen jun01, still in full Aeroflot c/s with titles; l/n apr14/10mar18; scrapped IKT may18 toc 08may73; f/n SXF 18may73; rgd 29may73
72A036	CCCP-85035	Tu-154	MAP LIIT Zhukovski	mfd	may73	on charge as of 01jan92; f/n ULV 09sep92, in Aeroflot c/s and titles; soc 23jul93 as life-time expired; canx 15dec96; l/n ULV 17aug99; broken up d/d 21jun72 to Sofia; f/n MAN 05aug72; seen 1974 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; converted to Tu-154A; photo sep80, painted as such; converted to Tu-154B; f/n ORY 20jul82, painted as such; l/n SOF 07jan98, wfu; broken up; forward section in use as a cabin trainer in a building north side at SOF; l/n 24apr06, as such d/d late jun72 to Sofia; f/n MAN 08jul72; seen LHR 25may74 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; l/n LHR 29aug77, painted as just Tu-154 no titles; returned to Balkan l/n LHR 04feb78; crashed on approach to Damascus 23mar78 when the crew failed to realize their altitude was too low and they struck the slope of a mountain, some 22.5 km NE of the city; the aircraft was destroyed and all 4 crew were killed, the cargo flight had originated from Sofia and was on its way to Sharjah with a planned intermediate stop at Damascus; t/t 7,800 hours toc 08oct72; rgd 30oct72; f/n VKO 27aug75; converted to Tu-154B, date unknown; f/n PRG 03jun89, as such; l/n VKO 16aug92
72A037	CCCP-85037(1) CCCP-85037(1)	Tu-154 Tu-154	AFL/International AFL/East Siberia	mfd trf	mar73 07jul75	soc and canx 07jun96 as life-time expired; l/n VKO 22apr98, derelict; broken up toc 03mar73; f/n SXF 05mar73; rgd 19mar73 opb Kuibyshevsk OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154B-1 in the late 1970s or early 1980s soc Kuibyshevsk OAO soc 10aug94 as life-time expired and canx the same day; seen in the process of being broken up at KUF 19may96, gone by sep97 rgd 06sep73; in Aeroflot c/s; already f/n ATH 24jun73; l/n SVO may78, wfu; modernised to Tu-154B; converted by MMZ "Opyt" to, see next line test-bed for gaseous fuel, No. 2 engine replaced by NK-88; in Aeroflot c/s; at first modified to use hydrogen, f/f as such 15apr88; later modified to use liquefied natural gas, f/f as such 18jan89; carried out some 100 test flights; 'Aeroflot' titles removed at some time; wfu at Zhukovski, without engines, seen aug03/jul21; offered by Rostekhto the administrations of the Russian regions 17dec20 for preservation or display f/n LHR 17mar73; converted to Tu-154B; f/n CGN 05jun83, as such; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; wfu SOF 1996; l/n SOF 07jan98 as such; broken up beside hangar #3 at Sofia in oct99 toc 04apr73; opb Sheremetyevsk OAO; f/n SXF 06apr73; rgd 04may73; l/n BRU 29mar75; see c/n 85A706 opb Irkutsk OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 rgd 20jul84; opb 1-y Khabarovsk OAO; f/n KHF 1985; l/n LWN 14dec88 opb Dalavia still in full Aeroflot c/s including titles; l/n as such KHF 12may95; seen SXF 20jul95 with an additional small 'Red Cross' logo on the fuselage; soc 22nov95 as life-time expired and canx the same day; scrapped at KHF feb97 toc 06apr73; f/n FRA 09apr73; rgd 04may73; first production aircraft with a modified APU jetpipe, vertically cut off at the rear end, which was standard from this aircraft onwards; see c/n 86A743 converted to Tu-154B-1, date unknown
73A038	CCCP-85037(1) RA-85037(1) RA-85037(1)	Tu-154S Tu-154S Tu-154S	AFL/Far East Aeroflot Dalavia	trf SXF trf	18jun84 feb93 01jun93	soc 28jul95 as life-time expired; canx 19sep95; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263904 E104.36280), 'CCCP-' starting to bleed through, seen jun01, still in full Aeroflot c/s with titles; l/n apr14/10mar18; scrapped IKT may18 toc 08may73; f/n SXF 18may73; rgd 29may73
73A039	CCCP-85038(1) RA-85038(1) RA-85038(1)	Tu-154 Tu-154B-1 Tu-154B-1	AFL/International AFL/East Sib.-IKT Aeroflot Baikalavia	mfd trf DME trf	mar73 08jul75 07jul93 07feb95	on charge as of 01jan92; f/n ULV 09sep92, in Aeroflot c/s and titles; soc 23jul93 as life-time expired; canx 15dec96; l/n ULV 17aug99; broken up d/d 21jun72 to Sofia; f/n MAN 05aug72; seen 1974 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; converted to Tu-154A; photo sep80, painted as such; converted to Tu-154B; f/n ORY 20jul82, painted as such; l/n SOF 07jan98, wfu; broken up; forward section in use as a cabin trainer in a building north side at SOF; l/n 24apr06, as such d/d late jun72 to Sofia; f/n MAN 08jul72; seen LHR 25may74 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; l/n LHR 29aug77, painted as just Tu-154 no titles; returned to Balkan l/n LHR 04feb78; crashed on approach to Damascus 23mar78 when the crew failed to realize their altitude was too low and they struck the slope of a mountain, some 22.5 km NE of the city; the aircraft was destroyed and all 4 crew were killed, the cargo flight had originated from Sofia and was on its way to Sharjah with a planned intermediate stop at Damascus; t/t 7,800 hours toc 08oct72; rgd 30oct72; f/n VKO 27aug75; converted to Tu-154B, date unknown; f/n PRG 03jun89, as such; l/n VKO 16aug92
73A039	CCCP-85039 CCCP-85039 CCCP-85039 CCCP-85039	Tu-154 Tu-154 Tu-154 Tu-154	AFL/International AFL/Moscow-VKO AFL/International AFL/Moscow-VKO	mfd trf trf trf	19apr73 05jul74 unknown 01mar75	soc 28jul95 as life-time expired; canx 19sep95; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263904 E104.36280), 'CCCP-' starting to bleed through, seen jun01, still in full Aeroflot c/s with titles; l/n apr14/10mar18; scrapped IKT may18 toc 08may73; f/n SXF 18may73; rgd 29may73
73A040	CCCP-85040 CCCP-85040	Tu-154 Tu-154	AFL/International AFL/Urals-SVX	mfd trf	may73 26aug75	on charge as of 01aug74 converted to Tu-154B, date unknown; f/n VKO 11apr91; seen VKO may93/may96, derelict; soc 04may94 as life-time expired; canx 30may94 toc 06jun73; f/n SXF 13jun73; rgd 07dec73 converted to Tu-154B, see next line

	CCCP-85040	Tu-154B	AFL/Urals-SVX	rgd	26mar81	trf 06aug84 to the Kryvy Rih Aeronautical School; soc and canx 24apr89 as worn out; seen there jul96 (N47.934827 E33.321084); l/n jun22
73A041	CCCP-85041(1)	Tu-154	AFL/International	toc	28jun73	f/n SVO 05jul73; rgd 06jul73; l/n NIC 17apr74; see c/n 12A997
	CCCP-85041(1) RA-85041(1)	Tu-154B	AFL/East Sib.-IKT Aeroflot	trf DME	22nov75 20mar93	converted to Tu-154B, date unknown photo as Tu-154B; opb Chita Avia; soc and canx 10jan95 as life-time expired; l/n HTA 18apr97, derelict; broken up
73A042	CCCP-85042(1)	Tu-154	AFL/International	mfd	07jun73	the last Tu-154 with a thin fairing around the "Mikron" aerial in front of the stabiliser; toc 30jun73; opb Sheremetyevski OAO; f/n SXF 09jun73; rgd 06jul73; see c/n 12A998
	CCCP-85042(1)	Tu-154	AFL/Privolzhsk	trf	23oct75	opb Kuibyshevsk OAO; seconded to Gorkovsk OAO around 1976; converted by Factory No. 18 at Kuibyshev to a Tu-154B in the late 1970s or early 1980s
73A043	CCCP-85042(1) RA-85042(1)	Tu-154B Tu-154B	AFL/Privolzhsk Aeroflot	KUF KUF	07jul81 25apr93	opb Kuibyshevsk OAO; l/n IKT 23dec91 soc 02jan94 as life-time expired; canx 21jan94; seen in the process of being broken up at KUF 19may96, gone by sep97
	CCCP-85043	Tu-154	AFL/GosNII GA	mfd	07aug73	the first production Tu-154 with Kuznetsov NK-8-2U engines and a thick fairing around the "Mikron" aerial in front of the stabiliser; toc 23aug73; f/n TAS 16aug74; rgd only 09oct75 (with the mfd given as sep75); given as a Tu-154B in literature at KJA 19may76, operating a route-proving flight from Moscow via Krasnoyarsk to Dushanbe (but it is highly unlikely that an early Tu-154 was converted to a Tu-154B by the mid-1970s)
	CCCP-85043 CCCP-85043	Tu-154 Tu-154B-1	AFL/East Siberia AFL/East Siberia	trf	12jan77	opb Irkutski OAO converted by Factory No. 18 at Kuibyshev to a Tu-154B-1 in the late 1970s or early 1980s; opb Irkutski OAO
	CCCP-85043 RA-85043 RA-85043	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Far East Aeroflot Dalavia	trf KHF trf	14jul91 oct92 01jun93	opb Khabarovsk OAO; opb DAK as of 01jan92; l/n VVO 27mar92 opb DAK still in full Aeroflot c/s including titles; l/n KHF 12may95; wfu in 1996; soc 25dec96 as life-time expired; canx 05jan97; broken up at KHF sep97
73A044	CCCP-85044 CCCP-85044 CCCP-85044 ER-85044	Tu-154 Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Moldova Air Moldova	mfd rgd trf rgd	20oct73 04feb82 25may89 12apr94	photo exists taken mar73; toc 20nov73; rgd 25mar74 l/n VKO 27sep91
						was already f/n VKO 12jun93 !; seen KIV 20sep94; not in 1998 fleet list, wfu at KIV; canx 23mar98; broken up
73A045	HA-LCA	Tu-154	MALÉV	mfd	09aug73	d/d 05sep73; rgd 13sep73; first service also 13sep73 (to MOW); converted to Tu-154B standard and subsequently upgraded again, see next line
	HA-LCA	Tu-154B-2	MALÉV	rgd	1979	assigned for cargo work nov91, but no cargo door installed; last flight (training) 08jul93; grounded jan94 due to lack of cargo work; canx 27jun94; t/t 24,526 hours and 15,258 cycles; in use as anti-terrorist trainer at Ferihegy without titles and markings, seen apr07/mar14; moved to the Aeroplex ramp, l/n 26jul18; repainted in its original 1973 MALÉV colours and f/n as such 22aug18; is sometimes used for de-icing training at the terminal; l/n may24
73A046	HA-LCB HA-LCB	Tu-154 Tu-154B-2	MALÉV MALÉV	mfd rgd	09aug73 10jan80	d/d 25sep73; rgd 03oct73; converted to Tu-154B standard and later upgraded again; see next line f/n ORY 08feb80; last service MHP-BUD 23jul94 and sold to Stuttgart Airport, last flight 20jan95 to STR; registration canx 24jan95 with 26,140 hours and 16,314 cycles
	'D-AFSG'	Tu-154B-2	Flughafen STR	STR	dec01	received this fake registration and 'Flughafen Stuttgart GmbH' titles; in use as fire-trainer and retained in good condition (N48.683930 E9.2081324); l/n 22sep24 still being towed around the airport
73A047	HA-LCE HA-LCE	Tu-154 Tu-154B-2	MALÉV MALÉV	mfd rgd	16sep73 21may80	d/d 02oct73; rgd 05oct73; converted to Tu-154B standard and later upgraded again; see next line f/n SZG 26sep80; last flight for pilot training and wfu 17nov95 with 26,434 hours and 16,320 cycles and was destined for the Szolnok museum, but handed over to the MALÉV Educational Centre at Ferihegy 25feb97 and preserved there for flight attendant training; canx 13may97; at the end of 2006 due to increasing rent for the grounds of the technical school, it was feared that the airframe may have to be disposed of, eventually relocated near to the control tower and fire fighting base; seen as such 23apr10 with wings detached; broken up 04oct11/16dec11; l/n feb12, fuselage in two pieces; the cockpit section was used as a simulator in the Hungarian Technical and Transportation museum (now closed); l/n aug14
						named 'Nefertiti'; f/n LHR 02dec73; l/n SXF jun74; crashed on a training flight after take-off Cairo 09jul74 official mfd 26nov73; accepted 30nov73; toc 01dec73; d/d 04dec73 to LHR; named 'Hatshepsut'; l/n Nicosia 19apr74; wfu 29mar75; t/t in Egyptian service 747 hours and 405 cycles
73A048 73A049	SU-AXB SU-AXC	Tu-154 Tu-154	EgyptAir EgyptAir	d/d f/f	01dec73 13nov73	converted to a Tu-154B by KuAZ 29mar75/30jul76; opb 8 GNII VVS (renamed 929 GLITs in 1990) at Akhtubinsk; life-time prolonged by KuAZ 01dec82/15dec83; last overhaul completed 28dec91
	"31" red	Tu-154B	Soviet Air Force	toc	05jul76	opb 929 GLITs at Akhtubinsk; f/n CKL 27may97; last flight 20nov97; t/t 5,749 hours 44 minutes and 4,511 cycles; sat wfu at Akhtubinsk (N48.31056 E46.25567), seen may99/apr12, still with Aeroflot titles and painted as Tu-154B; was to be scrapped 09apr13, but caught fire in the process and burnt out
73A050	CCCP-85049	Tu-154B-1	Soviet AF/AFL c/s	rgd	31aug92	f/n LHR 14dec73, named 'Ti'
	SU-AXD CCCP-85050	Tu-154 Tu-154	EgyptAir Soviet AF/AFL c/s	d/d ret	15dec73 19mar75	mfd sep78, from Russian register, after conversion to Tu-154B standard ?; rgd 19oct78; f/n Sperenberg 15nov78; canx 08nov89; l/n Sperenberg 28feb92, as Tu-154B
73A051	85050 UK-85050	Tu-154B Tu-154B	Uzbek AF/UZB c/s Uzbek AF/UZB c/s	ph. CGN	1993/94 09jun96	prefix painted in error as 'HK-' (photo proof); seen Tashkent-Tuzel 24may04 with additional 'Air Force' titles on fin; l/n Tashkent-Tuzel (N41.311690, E69.406898) sep11/aug23 stored, still with prefix 'HK-'
	SU-AXE LZ-BTL (1)	Tu-154 Tu-154	EgyptAir Balkan	d/d MAN	20dec73 29may76	named 'Nevetafi'; f/n LHR 20dec73; returned to the Soviet Union 19mar75 the type was painted on as 'Tu-154'; l/n LGW 02oct76; returned to the Soviet Union nov76; see c/n 77A208
73A052	LZ-BTR (1) LZ-BTR (1) HA-LCL	Tu-154 Tu-154 Tu-154A	Balkan Libyan Arab Al MALÉV	d/d TIP d/d	jun77 nov77 05may78	the type was painted on as 'Tu-154'; f/n MAN 30jul77; see c/ns 79A320 and 87A760 in basic c/s, no titles; used for the Hadj, returned to Balkan; returned to the Soviet Union apr78 rgd 05may78; the type was painted as just 'Tu-154'; f/n LHR 20may78; was the last Tu-154A which was operated by MALÉV; returned to the Soviet Union 11jun80; canx 30jun80; went to Factory No. 18 at Kuibyshev, probably for conversion to a Tu-154B, and was seen there 05jul81; fate unknown (reportedly went to the Soviet Air Force as CCCP-85051 but no sightings reported)
	SU-AXF LZ-BTM (1) CCCP-85052	Tu-154 Tu-154 Tu-154	EgyptAir Balkan Soviet AF/AFL c/s	d/d SOF Spr	jan74 jun76 23mar78	returned to the Soviet Union 19mar75 painted as just Tu-154; l/n GLA 07aug76; returned to the Soviet Union nov76; see c/n 77A209
74A053	"32" red	Tu-154B	Russian Air Force	ph.	1993	mfd mar78, from Russian register, after conversion to Tu-154B standard ?; rgd 19apr78; opb 223 OAO; canx 04mar83
	SU-AXG HA-LCI	Tu-154 Tu-154A	EgyptAir MALÉV	d/d d/d	21jan74 20jun75	c/n not confirmed; opb 929 GLITs at Akhtubinsk; in basic Aeroflot c/s with Red Star on mainly light blue tail, type painted as just Tu-154; photos early96/27jul97; wfu 1998; canx 16oct01; scrapped at Akhtubinsk in 2002
74A054	SU-AXH HA-LCK	Tu-154 Tu-154A	EgyptAir MALÉV	d/d d/d	24feb74 06jul75	named 'Howeit-Hur'; f/n LHR 21jan74; returned to the Soviet Union 19mar75 rgd 20jun75; leased from the Soviet Union because HA-LCA/B and E had to return to Russia for conversion; f/n LHR 05jul75; photo LBG 14jul75 as Tu-154A; crashed 30sep75, went down in the sea on approach to Beirut 16km from the threshold with sixty people on board including a Palestinian delegation; believed to have been shot down and confirmed by informal sources, but officially it will never be admitted; the flight was ordered to leave by a very high communist leader of that time and also carried a military cargo; investigators were told at Beirut to go home as their lives were otherwise not guaranteed; 'investigation' closed 16feb76 and the wreck was never searched for; total time 1,186 hours
	LZ-BTN (1)	Tu-154A	Balkan	rgd	30may77	named 'Ptah-Howeit'; f/n LHR 22feb74; returned to the Soviet Union 19mar75 rgd 06jul75; leased from the Soviet Union because HA-LCA/B and E had to return to Russia for conversion; f/n LHR 12jul75; returned to the Soviet Union 20dec75
74A055	LZ-BTN (1)	Tu-154A	Libyan Arab c/s	JED	05nov77	painted as just Tu-154; f/n LGW 06aug77; l/n LGW 27aug77; according to the factory and some other sources LZ-BTN is not c/n 054 but LZ-BTH, a mistake which is probably due to the Roman H being identical to the Cyrillic N; see c/n 90A832
	SU-AXI CCCP-85055	Tu-154 Tu-154	EgyptAir MAP LII Zhukovski	mfd rgd	jan74 12sep83	with 'Balkan' titles; used for Hadj; w/o 02dec77 when crashed on emergency landing at Benghazi; t/t 3.700 hours
74A056	CCCP-85056(1) CCCP-85056(1) CCCP-85056(1) RA-85056(1)	Tu-154A Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Privolzhsk Bashkirian Al	mfd rgd trf trf	17apr74 19jun78 07jan87 unknown	d/d mar74; f/n Nicosia 12apr74; returned to the Soviet Union 19mar75 in Aeroflot c/s; converted into a test-bed/flying laboratory; already in use by the LII in 1982 to assess the impact of landing characteristics with regards to changes in the method of thrust reverse control of the NK-8-2U engines; also used for testing the automatic on-board control system ABSU-154; later used for testing artificial visibility systems which incorporated a large optically flat circular window on the starboard side; reported as damaged on landing, details not known; canx 28sep88; f/n ZIA 16aug92, wfu; l/n ZIA 21aug99, dumped; broken up
	CCCP-85057(1)	Tu-154A	AFL/Moscow-VKO	mfd	17apr74	photo exists taken 27mar74; toc 17apr74; rgd 16may74; see c/n 90A845
74A057	CCCP-85057(1) RA-85057(1) RA-85057(1)	Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO Aeroflot Vnukovo Airlines	rgd VKO trf	17aug78 27apr93 30aug94	on charge as of 01jul92; seen UFA 10jul93, in Aeroflot c/s and titles; soc and canx 06apr94 as life-time expired; l/n UFA jul94/nov01, wfu and used for rescue training; broken up at UFA nov01
	CCCP-85060 CCCP-85060 CCCP-85060	Tu-154A Tu-154A Tu-154A	AFL/Moscow-VKO Aeroflot AFL/East Siberia AFL/Leningrad	mfd trf trf	19apr74 14apr75 16jul75	photo painted as just Tu-154, version as Tu-154A in the Soviet register; toc 17apr74; rgd 16may74; f/n Samara-Smyshlyayevka may74 l/n VKO 13apr92; see c/n 07A1001
74A058	LZ-BTD	Tu-154A	Balkan	BRU	21apr74	soc 03may95 and canx 04may95 as life-time expired; ferried to the UAE, details unknown; used by the UAE special forces for training at Abu Dhabi-Northeast (N24.511850 E54.988469), seen 1999/apr22
						given as just Tu-154; converted to Tu-154B; f/n SXF apr78, as such; dbr, after hard landing Varna 05jun92, ran off the runway resulting in the nose landing gear collapsing; broken up
74A059	CCCP-85059 CCCP-85059 CCCP-85059	Tu-154A Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Belarus	toc rgd trf	18apr74 21jul80 23jul87	rgd 16may74; f/n 09nov74
	CCCP-85060 CCCP-85060 CCCP-85060	Tu-154A Tu-154A Tu-154A	Soviet Gvt/AFL c/s AFL/East Siberia AFL/Leningrad	mfd trf trf	19apr74 14apr75 16jul75	photo VKO circa 1981/2; had additional titles on rear fuselage ? f/n MSQ 07sep93; l/n MSQ 07oct95 and broken up by 12may96; was never EW- registered
74A060	CCCP-85060	Tu-154S	AFL/Far East	trf	13jul86	toc 16may74; rgd 04may74; opb 235 OAO at VKO
						opb Leningradsk OAO; f/n Grossenhain 04nov75; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), conversion completed 30mar84
						version painted on as 'Tu-154S'; opb 1-γ Khabarovsk OAO; f/n KJA 25jul86, freshly painted and reportedly fresh from the factory after conversion; l/n SXF 08feb90

	RA-85060 RA-85060	Tu-154S Tu-154S	Aeroflot Dalavia	SXF trf	15jan93 01jun94	version painted on as 'Tu-154B' still in full Aeroflot c/s including titles; l/n KHV 12may95, version still painted on as 'Tu-154B'; soc 04oct96 as life-time expired; canx 11oct96; t/t 15,843 hours and 7,810 cycles; broken up at KHV toc 14may74; rgd 20may74; opb 235 OAO; f/n DAM 30aug74 Ulyanovsk Advanced Flying Training College; converted to Tu-154B, date unknown
74A061	CCCP-85061 CCCP-85061 CCCP-85061 CCCP-85061 RA-85061 RA-85061	Tu-154A Tu-154A Tu-154B Tu-154B Tu-154B Tu-154B	Soviet AF/AFL c/s Aeroflot/USHVLP AFL/Tajikistan AFL/Ulyanovsk HFS AFL/Ulyanovsk HFS Ulyanovsk HFS	mfd trf trf trf rgd trf	24apr74 17jan76 28jun89 unknown 30mar93 01jan94	on charge as of 01jul89; f/n ULV 09sep92 f/n ULV 31aug93 l/n ULV 15aug01, operational; canx 22may03; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291773 E48.233204) since 2001 or 2002, seen jun02/jun05, titles painted out for some time, f/n as such 11dec07; l/n 19aug23 opb Sheremetyevski OAO; f/n FRA 08jun74; rgd 12jun74 opb Tolmachovski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 opb Sheremetyevski OAO; f/n SVO 10feb84; l/n SVO 14aug92 soc 06jan94 as life-time expired; canx 31may94; ferried to Kursk may94 and used as a ground instructional airframe by Rylski ATK GA (Rylsk Technical College of Civil Aviation), l/n 27aug05; scrapped around 2006, the forward fuselage was moved to a training site of Rylski ATK GA outside Rylsk, seen oct14/nov14 opb Sheremetyevski OAO; f/n VIE 06jun74; rgd 12jun74 opb Tolmachovski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 the aircraft was awaiting conversion by Factory No. 18 then, see above and below conversion completed 30mar84; opb Sheremetyevski OAO; l/n operational SVO 02jun92; stored without engines at SVO, seen aug93/may95; soc 06jan94 as life-time expired; canx 31may94; reportedly broken up at SVO aug95 toc 14jun74; rgd 21jun74; f/n FRA 17jul74
74A062	CCCP-85062 CCCP-85062	Tu-154A Tu-154A	AFL/International AFL/West Siberia	toc trf	29may74 13aug76	opb Sheremetyevski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 opb Sheremetyevski OAO; f/n SVO 10feb84; l/n SVO 14aug92 soc 06jan94 as life-time expired; canx 31may94; ferried to Kursk may94 and used as a ground instructional airframe by Rylski ATK GA (Rylsk Technical College of Civil Aviation), l/n 27aug05; scrapped around 2006, the forward fuselage was moved to a training site of Rylski ATK GA outside Rylsk, seen oct14/nov14 opb Sheremetyevski OAO; f/n VIE 06jun74; rgd 12jun74 opb Tolmachovski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 the aircraft was awaiting conversion by Factory No. 18 then, see above and below conversion completed 30mar84; opb Sheremetyevski OAO; l/n operational SVO 02jun92; stored without engines at SVO, seen aug93/may95; soc 06jan94 as life-time expired; canx 31may94; reportedly broken up at SVO aug95 toc 14jun74; rgd 21jun74; f/n FRA 17jul74
74A063	CCCP-85063 CCCP-85063	Tu-154A Tu-154A	AFL/International AFL/West Siberia	toc trf	31may74 13aug76	opb Sheremetyevski OAO; f/n VIE 06jun74; rgd 12jun74 opb Tolmachovski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 the aircraft was awaiting conversion by Factory No. 18 then, see above and below conversion completed 30mar84; opb Sheremetyevski OAO; l/n operational SVO 02jun92; stored without engines at SVO, seen aug93/may95; soc 06jan94 as life-time expired; canx 31may94; reportedly broken up at SVO aug95 toc 14jun74; rgd 21jun74; f/n FRA 17jul74
	CCCP-85063 CCCP-85063	Tu-154A Tu-154S	AFL/International AFL/International	trf FRA	23jul83 16nov84	opb Sheremetyevski OAO; f/n VIE 06jun74; rgd 12jun74 opb Tolmachovski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 the aircraft was awaiting conversion by Factory No. 18 then, see above and below conversion completed 30mar84; opb Sheremetyevski OAO; l/n operational SVO 02jun92; stored without engines at SVO, seen aug93/may95; soc 06jan94 as life-time expired; canx 31may94; reportedly broken up at SVO aug95 toc 14jun74; rgd 21jun74; f/n FRA 17jul74
74A064	CCCP-85064 CCCP-85064 RA-85064 RA-85064	Tu-154A Tu-154A Tu-154B-1 Tu-154B-1	AFL/International AFL/West Siberia Aeroflot Omskavia	mfd trf OMS trf	20may74 03nov76 12jun94 30mar94	seen VKO may94 with additional 'Air AJT' titles f/n SHJ 24feb97; l/n DME 25aug97; wfu 20sep97; soc and canx 23oct97 as life-time expired; used as a ground instructional airframe by the Omsk Technical School (N54.956036 E73.329547), since at least jul02 according to GE image; seen dec02/oct22 rgd 21jun74; opb Sheremetyevski OAO; f/n FRA 22jun74; l/n FRA apr75 opb Borispol'ski OAO; was earmarked for conversion to a Tu-154S by Factory No. 18 at Kuibyshev and seen there awaiting conversion 05jul81, but was not converted in the end (although the final version was given as Tu-154S in the MGA document); probably one of the Tu-154s which were seen in poor condition at Factory No. 18 05aug86; trf to the MAP (PP 21514s) 22dec86, probably for fatigue trials; broken up in 1990 toc 28jun74; rgd 16jul74; f/n SXF 03aug74 converted to Tu-154B, see next line l/n ALA 22apr93 Kazakhstan flag; soc 26may95 as life-time expired; canx 26jun95; seen ALA without titles 04jun97, wfu, l/n ALA may98; broken up toc 12jul74; opb Sheremetyevski OAO; f/n FRA 22jul74; rgd 31jul74 opb Alma-Atinskii OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81; conversion completed 30nov82; used for evaluation tests and trials for Tupolev OKB nov82/feb83, see next line opb Sheremetyevski OAO; f/n AMS 10dec84; dbr 13jan89 on the leg from Monrovia-Robertsfield to Bamako of a cargo flight from Monrovia to Conakry at night with the MTOW for the given conditions exceeded by 6,604 kg and the centre of gravity out of the envelope (too far forward) when was not able to lift off, aborted the take-off at high speed, overran the runway and collided with the embankment of a ditch 339 metres behind the runway threshold, all 6 crew and all passengers escaped unhurt; t/t 13,266 hours 40 minutes and 5,949 cycles; soc 25may89 and canx the same day f/n BRU 23jul74; rgd 09aug74 converted to Tu-154B circa 1981; l/n VKO 13apr92
74A065	CCCP-85065 CCCP-85065	Tu-154A Tu-154A	AFL/International AFL/Ukraine-KBP	toc trf	18jun74 01jul76	l/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS nov99 toc 31jul74; rgd 28aug74; f/n somewhere in East Germany 19nov74; see c/n 90A863 probably already modernised to Tu-154B standard by this date; l/n KHV aug91
74A066	CCCP-85066 CCCP-85066 CCCP-85066 UN-85066	Tu-154A Tu-154A Tu-154B Tu-154B	AFL/International AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA Aeroflot	mfd trf rgd DME	25jun74 01mar77 16jun80 07jul93	l/n KHV 12may95, in Aeroflot c/s and titles; soc 24jul95 as life-time expired; canx 26jul95; broken up f/n OVB 03jul74; toc 03aug74; rgd 10sep74; opb Tolmachovski OAO, was the first Tu-154 based at OVB; converted by Factory No. 18 at Kuibyshev to a Tu-154B, seen there awaiting conversion 05jul81; reported in an incident report at OVB 29aug87; seen DME 12apr92; l/n OVB 01jul92
74A067	CCCP-85067 CCCP-85067	Tu-154A Tu-154A	AFL/International AFL/Kazakhstan	mfd trf	10jul74 06aug76	carried additional 'Sibir' titles soc 16jul98 as life-time expired and suffering from corrosion and canx the same day; broken up rgd 10sep74; opb Tolmachovski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81 opb Vnukovskoye PO; f/n LED 19sep85; soc 27aug90 as life-time expired and canx the same day; sat wfu with VARZ-400 at VKO, seen sep91/jul94; reported scrapped by VARZ-400 in 1997 rgd 09oct74; opb Tolmachovski OAO; f/n LED 11aug75; was earmarked for conversion to a Tu-154S by Factory No. 18 at Kuibyshev and seen there awaiting conversion 05jul81, but was not converted in the end (although the final version was given as Tu-154S in the MGA document); probably one of the Tu-154s which were seen in poor condition at Factory No. 18 05aug86; trf to the MAP (PP 215

74A083	CCCP-85083	Tu-154A	AFL/West Siberia	toc	03dec74	end (although the final version was given as Tu-154S in the MGA listing); probably one of the Tu-154s which were seen in poor condition at Factory No. 18 05aug86; trf to the MAP (PP 21514s) 22dec86, probably for fatigue trials
	CCCP-85083	Tu-154B	MAP LII Zhukovski	trf	13may86	rgd 15jan75; opb Tolmachovski OAO; f/n DME 27aug75; converted by Factory No. 18 at Kuibyshev to a Tu-154B; was earmarked for conversion to a Tu-154S, but was not converted to that version in the end (although the final version was given as Tu-154S in the MGA listing); see next line
74A084	CCCP-85084(1)	Tu-154A	AFL/Ukraine-KBP	mfd	25nov74	based on a decree dated 05apr85; converted to a Tu-154LL (LL-083) for landing training of the "Buran" BTS-002; f/n ZIA 11aug92; f/n ZIA 24aug95; canx but date unknown; broken up in 1996 on charge as of 01jan75; rgd 15jan75; opb Borispoliski OAO; f/n KBP 1975; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81; see c/n 08A1004
	CCCP-85084(1) RA-85084(1) RA-85084(1) RA-85084(1)	Tu-154S Tu-154S Tu-154S Tu-154S	AFL/Moscow-VKO Aeroflot Air AJT Internat. Vnukovo Airlines	trf VKO VKO trf	01sep84 21mar93 07feb94 21jul94	conversion completed 27sep84; opb Vnukovski OAO; f/n KJA 29sep85; l/n VKO 16aug92 reported for Arbet International Airline
74A085	CCCP-85085(1)	Tu-154A	AFL/Kazakhstan	toc	17dec74	leased from Vnukovo Airlines; in full Aeroflot c/s and titles with additional small 'Air AJT International' titles in basic Aeroflot c/s; seen VKO 15may95 with 'Aeroflot' and small 'Air AJT' titles; f/n without titles VKO 26aug95; canx 26sep97; soc 02oct97 as life-time expired; sat wfu (without engines) at VKO, seen apr97/aug01; broken up at VKO probably in late 2001
	CCCP-85085(1)	Tu-154A	MAP SibNIA	rgd	29oct85	rgd 27jan75; probably opb Alma-Atinski OAO; f/n jun77; seen with Factory No. 18 at Kuibyshev 05jul81, in the row of Tu-154s awaiting conversion to Tu-154B standard, but was obviously not converted; see c/n 90A855
74A086	CCCP-85086 CCCP-85086 CCCP-85086	Tu-154A Tu-154A Tu-154S	AFL/Privolzhsk AFL/Leningrad AFL/GosNII GA	mfd trf trf	dec74 13oct75 03aug82	trf on the basis of a decree of the Council of Ministers dated 30apr82; canx 18dec89; was acquired by Krasnoyarski OAO as a source of spares and ferried to KJA in spring 1991; seen partially disassembled on the apron at KJA 25jun91; the hulk was scrapped, only remnants on the grass remained by 29sep91 on charge as of 01jan75; rgd 24jan75; opb Kuibyshevskii OAO
	CCCP-85086	Tu-154S	AFL/Yegoryevsk ATU	trf	23mar88	opb Leningradskii OAO; f/n LGW 16nov75; l/n LHR 02jan76
	CCCP-85086	Tu-154S	AFL/Tajikistan	trf	unknown	converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B) as the first aircraft of this version; received the tail of an early Tu-154 during conversion, so had a thin fairing around the "Mikron" aerial in front of the stabiliser (as per c/n 042 and older aircraft); f/f after conversion 01feb82; underwent trials with the GosNII GA; f/n VKO 24dec82
74A087	CCCP-85087	Tu-154A	AFL/West Sib.-OVB	mfd	dec74	Yegoryevsk Technical Aviation College; probably the trf as a ground instructional airframe was only 'on paper', or it was reversed before being implemented
74A088	CCCP-85088	Tu-154A	AFL/Leningrad	mfd	dec74	opb 186 LO Dushanbinskogo OAO; soc 01nov89 as life-time expired and canx the same day; sat derelict at Dushanbe; broken up
	CCCP-85088	Tu-154A	AFL/GosNII GA	trf	06jan83	toc 25dec74; rgd 27jan75; dbr 18feb78 while being prepared for a flight at OVB when the cabin heater was left working unattended, a cleaning rag caught fire and incinerated the cabin, the forward fuselage burnt out; soc 30mar78; the tail featured in the Soviet movie "Ekipazh" shot in 1979
74A089	CCCP-85089(1) RA-85089(1)	Tu-154A Tu-154B-1	AFL/Privolzhsk Aeroflot	mfd OVb	17dec74 21apr93	toc 12feb75; rgd 24feb75; was the first Tu-154 based at Leningrad; f/n LED 04mar75; seen with Factory No. 18 at Kuibyshev 05jul81, in the row of Tu-154s awaiting conversion to Tu-154B standard, but was obviously not converted
75A090	CCCP-85090	Tu-154A	AFL/Urals-SVX	mfd	29jan75	soc 19jul85 as having undergone tests; used as a ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263764 E104.36435), seen jul92/feb16, seen in the process of being broken up 03apr16/08may16; the nose part was seen Irkutsk-Oyou may22
	CCCP-85090 CCCP-85090 ER-85090	Tu-154B Tu-154B Tu-154A	AFL/Moscow AFL/Moldova Air Moldova	trf trf rgd	25jun86 21may89 04apr94	toc 03jan75; rgd 07feb75; f/n GOJ 11apr83; see c/n 90A838
75A091	CCCP-85091	Tu-154A	Aeroflot/USHVLP	mfd	31jan75	soc 18aug94 as life-time expired; canx 08sep94; l/n KUF 19may96 in the process of being broken up, gone by sep97
	CCCP-85091 CCCP-85091 CCCP-85091 CCCP-85091 RA-85091	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Urals AFL/Ulyanovsk HFS AFL/Privolzhsk AFL/Ulyanovsk HFS Ulyanovsk HFS	trf trf trf trf rgd	26jun87 22sep87 17may90 unknown 30mar93	toc 14feb75; rgd 06mar75; f/n LED 24apr78; c/n given as 74A090 in MGA document; converted to Tu-154B 12jan84
75A092	CCCP-85092(1) CCCP-85092(1) RA-85092(1)	Tu-154A Tu-154B-1 Tu-154B-1	AFL/Leningrad AFL/Leningrad Aeroflot	mfd rgd HAM	17jan75 07apr81 11oct92	f/n KIV 20sep94; not in 1998 fleet list, wfu at KIV; canx 16sep99; broken up
75A093	CCCP-85093 CCCP-85093 UR-85093	Tu-154A Tu-154A Tu-154B	AFL/East Sib.-IKT AFL/Ukraine-KBP Avialini. Ukrayiny	mfd trf rgd	feb75 01aug75 28jan93	Ulyanovsk Advanced Flying Training College; toc 21feb75; rgd 11mar75; f/n DME 20sep85; converted to Tu-154B-1 (completed 10dec86)
75A094	CCCP-85094 CCCP-85094 CCCP-85094 CCCP-85094 RA-85094 RA-85094	Tu-154A Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/West Sib.-OVB AFL/West Sib.-OVB AFL/Privolzhsk AFL/West Siberia Aeroflot Altai Airlines	mfd rgd trf trf DME trf	04feb75 14apr81 22apr86 17may86 23may93 04apr94	on charge as of 01jul90; l/n LED 06sep92
75A095	LZ-BTG	Tu-154A	Balkan	LGW	05apr75	f/n ULV 31aug93, in Aeroflot c/s and titles; l/n ULV 26jun02, no titles; noted engineless ULV jun05/aug10, derelict; broken up
75A096	CCCP-85096(1) CCCP-85096(1)	Tu-154A Tu-154A	Soviet Gvt/AFL c/s AFL/Leningrad	mfd trf	22feb75 03sep76	toc 20feb75; rgd 10mar75; f/n LGW 08nov75; see c/n 89A799
	CCCP-85096(1)	Tu-154B-1	AFL/Leningrad	Kjo	28oct81	f/n HEL 03apr82, as such; l/n LED 06sep92
	RA-85096(1) RA-85096(1)	Tu-154B-1 Tu-154B-1	Aeroflot Pulkovo Avia	LED trf	14jun93 22nov94	soc 10jun94 as life-time expired; canx 20jun94; broken up
75A097	CCCP-85097	Tu-154A	Soviet Gvt/AFL c/s	mfd	mar75	on charge as of 01apr75; rgd 11apr75; f/n IKT 07may75, first Irkutsk based Tu-154
	CCCP-85097 CCCP-85097	Tu-154A Tu-154B-1	AFL/Leningrad AFL/Leningrad	trf rgd	12nov76 23feb82	converted to Tu-154B, date unknown; l/n KBP 07sep92, as such, with Aeroflot titles and white tail
75A098	CCCP-85098 CCCP-85098 CCCP-85098 RA-85098 RA-85098 RA-85098 RA-85098 RA-85098	Tu-154A Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Moscow AFL/Moscow AFL/Urals-CEK Chelyabinsk Avia Aeroflot c/s, n/t Chelyabinsk Avia Aviaprima Sochi Chelyabinsk Avia	mfd rgd trf trf SXF IST SHJ BUD	mar75 22apr81 06jul86 03mar93 19sep93 sep94 13apr95 16oct96	toc 06mar75; rgd 02apr75; f/n OVB 14feb77; converted to Tu-154B, see next line
75A099	CCCP-85099(1) CCCP-85099(1) RA-85099(1) RA-85099(1) RA-85099(1)	Tu-154A Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO Aeroflot Vnukovo Airlines Aeroflot c/s, n/t	mfd rgd VKO trf AER	mar75 25jun81 21mar93 30aug94 14may96	f/n DME 23sep94, in Aeroflot c/s and titles; later to Sibiri; soc and canx 09jun98 as life-time expired; broken up
75A100	CCCP-85100	Tu-154A	AFL/International	mfd	apr75	converted to Tu-154B, date unknown; f/n RTM mar80, as such; wfu SOF jan99; l/n SOF jun99; broken up may00
75A101	CCCP-85101(1) CCCP-85101(1) CCCP-85101(1) CCCP-85101(1) RA-85101(1)	Tu-154A Tu-154A Tu-154B Tu-154B Tu-154B-1	AFL/International AFL/Moscow-VKO AFL/Moscow-VKO AFL/Leningrad Aeroflot	mfd trf rgd trf SVO	20apr75 31mar77 09may81 29apr85 19mar93	toc 27mar75; rgd 11apr75; opb 235 OAO at VKO; f/n SVO 04oct75; see c/n 89A800
75A102	CCCP-85102	Tu-154A	AFL/International	mfd	09apr75	opb Leningradskii OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154B-1 in the late 1970s or early 1980s
75A103	CCCP-85103 CCCP-85103	Tu-154A Tu-154A	AFL/International AFL/West Sib.-OVB	mfd trf	12may75 04feb80	received the tail of an early Tu-154 during conversion, so had a thin fairing around the "Mikron" aerial in front of the stabiliser (as per c/n 042 and older aircraft); opb Leningradskii OAO; l/n LED 06sep92
						soc 03may95 as life-time expired and canx the same day; sat in ARZ-411 at MRV, seen with many parts missing 15may96; broken up at MRV
						toc 29mar75; rgd 11apr75; f/n SVO 13sep75; opb 235 OAO; first production aircraft with additional large emergency exit by the engine on each side, which was standard from this aircraft onwards
						opb 1-y Leningradskii OAO, converted to Tu-154B-1, see next line
						f/n MAN 19sep82; w/o 23may91 on a flight from Sukhumi to St. Petersburg when dropped below the glide path on finals in a rain shower and descended too fast, touched down very hard (with 7 m/s and at least 4.5 g) some ten metres short of the runway and broke up, 1 of the 7 crew injured and 13 of the 174 passengers killed plus 37 injured; soc and canx 10dec91; wreck still seen LED may92
						toc 08apr75; rgd 25apr75; f/n FRA apr75; converted to Tu-154B, see next line
						f/n DME 15mar93, in Aeroflot c/s and titles
						l/n HEL 25sep93; operating for Aviaprima Sochi Airlines
						l/n FRA 15jul95, leased from Chelyabinsk Avia
						soc 01sep98 as further use not economically viable; canx 15sep98; l/n CEK 14aug99, stored, no titles; broken up at CEK
						toc 10apr75; rgd 25apr75; f/n VKO 14apr77; converted to Tu-154B, see next line
						l/n VKO 16aug92; see c/n 87A744
						soc and canx 14oct98 as life-time expired; l/n VKO aug99/aug01, derelict; broken up VKO
						toc 25apr75; f/n VIE 27apr75; rgd 14may75; l/n AMS 04apr76; wfu and used by the SibNIA institute for corrosion prevention tests in 1977; trf 21jul77 to Riga aviation institute (RKIIGA) and used as ground instructional airframe; canx 1984; moved to the RKIIGA site at Purvciems in the mid-1980s; broken up sep00
						toc 25apr75; f/n SXF 27apr75; rgd 14may75; see c/n 88A783
						converted to Tu-154B, see next line
						l/n LED 18apr92, as Tu-154B-1
						soc 08nov94 as life-time expired; trf 22nov94 to Pulkovo Avia, presumably this was just a paper exercise; canx 23nov94; broken up
						toc 30apr75; f/n GVA 08may75; rgd 16may75; w/o 01jun76 on the leg from Luanda to Malabo (Equatorial Guinea) of flight SU-418 (LAD-SSG-FIH-TIP-SVO) when crashed at a speed of 490 km/h at a height of 750 metres into the wooded southern slope of cloud-covered Mt. San Carlos (N3.333 E8.533) on Macias Nguema Biyogo island (formerly Fernando Po and now Bioko island) and burnt out, all 10 crew and 35 passengers killed; wreck found only 06jun76 and accessed 18jun76; the cause of the accident could not be established, but the accident investigation commission suspected that the MSRP-12 radar may have failed so that the crew was not aware of its position over the island (Mount San Carlos was absent on the flight charts); t/t 2,119 hours 44 minutes and 1,069 cycles; soc and canx 27jul76
						toc 20may75; rgd 05jun75; f/n FRA 11jun75; carried additional 'Official Olympic Carrier' titles
						opb 384 LO Tolmachovskogo OAO; dbr 01mar80 on the leg from Sochi to Orenburg of a flight from Simferopol to Novosibirsk when deviated from approach pattern and glide path on approach to Orenburg, failed to go around, touched down with 3 g 68 metres before the runway threshold, bounced and touched

75A104	CCCP-85104	Tu-154A	AFL/International	toc	20may75	down again with 3.9 g 635 metres further on so that the fuselage broke in two, 2 of the 9 crew and 1 of the 152 passengers injured; t/t 6,922 hours and 3,075 cycles; soc and canx 02apr80
	CCCP-85104	Tu-154A	AFL/Ural	trf	12jul77	f/n BRU 24may75; rgd 10jun75
75A105	CCCP-85104	Tu-154B	AFL/Ural	rgd	26mar81	converted to Tu-154B, see next line
	85104	Tu-154B	Aeroflot	VKO	27apr93	
75A106	RA-85104	Tu-154B	Aeroflot	DME	01sep93	
	RA-85104	Tu-154B	SP Air	DME	may94	
75A107	RA-85104	Tu-154B	Permskiye Avialin.	trf	16feb95	f/n DXB 18dec95, in Aeroflot c/s, no titles; l/n CPH 06may96
	RA-85104	Tu-154B	Permskiye Avialin.	CDG	12jun96	l/n PEE 14aug01, no engines; soc 25sep02 as life-time expired; canx 20nov02; broken up at PEE 2005
75A108	CCCP-85105	Tu-154A	AFL/International	mfd	26apr75	toc 21may75; f/n LBG 03jun75; rgd 05jun75
	CCCP-85105	Tu-154A	AFL/Armenia	trf	04apr80	converted to Tu-154B, date unknown; dbr landing EVN 05dec92; seen EVN may96/jun97, in use for spares
75A109	CCCP-85106	Tu-154A	AFL/International	mfd	may75	toc 30may75; f/n AMS 05jun75; rgd 13jun75; carried additional 'Official Olympic Carrier' titles PIK 15jul78; converted to Tu-154B, see next line
	CCCP-85106	Tu-154B	AFL/International	rgd	29apr80	
75A110	CCCP-85106	Tu-154B	AFL/West Siberia	trf	06jun80	l/n DME 16apr92
	RA-85106	Tu-154B	Aeroflot	OVB	21apr93	
75A111	RA-85106	Tu-154B-1	Sibir	VKO	aug94	l/n VKO 20jun99; soc and canx 24may00 as life-time expired; broken up, probably at OVB jun00
	CCCP-85107	Tu-154A	AFL/International	toc	19jun75	f/n ZRH 09jul75; rgd 10jul75; l/n HEL 11nov76
75A112	CCCP-85107	Tu-154A	AFL/Leningrad	trf	27aug77	converted to Tu-154B-1, see next line
	CCCP-85107	Tu-154B-1	AFL/Leningrad	rgd	01jun81	f/n FRA aug88, as such; l/n LED 05sep92
75A113	RA-85107	Tu-154B-1	Aeroflot	SXF	06jun93	
	RA-85107	Tu-154B-1	Pulkovo Avia	trf	24feb95	canx 28jan99; soc 05feb99 as life-time expired; l/n LED jul98/apr99, in Aeroflot c/s, wfu; broken up on charge as of 01jul75; rgd 22jul75; f/n KBP 10aug75; l/n PRG sep78; trf to MAP, see next line, based on decrees dated 04sep79 and 18/21sep79
75A114	CCCP-85108	Tu-154A	AFL/Ukraine-KBP	toc	unknown	Tu-154LL/Buran CCV No. 3, Tu-154B-1 update; f/n ZIA 11aug92; l/n ZIA 24aug95; in Aeroflot c/s; broken up Zhukovski
	CCCP-85108	Tu-154B-1	MAP LII Zhukovski	trf	02oct79	toc 02jul75; rgd 22jul75; f/n LED 11aug75; converted to Tu-154B-1, date unknown; f/n HEL 10may80, as such; l/n LED 05sep92; see c/n 88A790
75A115	CCCP-85109(1)	Tu-154A	AFL/Leningrad	mfd	27jun75	soc and canx 27sep94 as life-time expired; broken up at LED
	RA-85109(1)	Tu-154B-1	Aeroflot	LED	16jun93	rgd 12aug75; converted to Tu-154B, see next line
75A116	CCCP-85110	Tu-154A	AFL/West Sib.-OVB	toc	04jul75	f/n DME apr82
	CCCP-85110	Tu-154B	AFL/West Sib.-OVB	rgd	14jul81	
75A117	RA-85110	Tu-154B-1	Aeroflot	OVB	21apr93	opb Sibir for some time
	RA-85110	Tu-154B-1	Kogalymavia	trf	07jul93	l/n DME 21may96, in Aeroflot c/s; soc 03dec96 as life-time expired; canx 24jan97; broken up
75A118	RA-85110	Tu-154B-1	Tyumen Airlines	trf	23nov95	toc 04aug75; rgd 15aug75; f/n DME 19aug75; converted to Tu-154B, see next line
	CCCP-85111	Tu-154A	AFL/Kazakhstan	mfd	jul75	f/n ALA 22sep87 as Tu-154B-1; l/n DME 22may91
75A119	CCCP-85111	Tu-154B	AFL/Kazakhstan	rgd	28aug81	with Kazakhstan flag
	UN-85111	Tu-154B-1	Aeroflot	DME	07jul93	l/n ALA 04jun97/03sep98, wfu; broken up at ALA
75A120	CCCP-85112	Tu-154A	Kazakhstan Airlines	DME	15may95	toc 04aug75; rgd 12sep75; f/n DME 13nov77; converted to Tu-154B, see next line
	CCCP-85112	Tu-154A	AFL/West Sib.-OVB	mfd	jun75	
75A121	CCCP-85112	Tu-154B	AFL/West Sib.-OVB	rgd	04nov81	on charge as of 01jul92; f/n DME 15aug92, in Aeroflot c/s and titles
	CCCP-85112	Tu-154B-1	Aerovas	trf	25aug91	in Aeroflot c/s and titles; l/n UFA 21jun94, as such; seen VVO 19apr97, with titles; l/n UFA 28aug97; soc
75A122	CCCP-85112	Tu-154B-1	Bashkiran AI	trf	unknown	and canx 01jun98 as life-time expired; broken up at UFA
	RA-85112	Tu-154B-1	Bashkiran AI	LED	10jul93	toc 06aug75; opb Sheremetyevski OAO; f/n VIE 10aug75; rgd 14aug75; carried additional 'Official Olympic Carrier' titles, seen as such oct79
75A123	CCCP-85113	Tu-154A	AFL/International	mfd	jul75	converted by Factory No. 18 at Kuibyshev to a Tu-154B, seen there awaiting conversion 05jul81, with the tail removed
	CCCP-85113	Tu-154A	AFL/Kazakhstan	trf	01jul80	with a Kazakh flag
75A124	UN-85113	Tu-154B	Aeroflot	DME	23apr93	with a Kazakh flag
	UN-85113	Tu-154B	no titles	VIE	30jan95	t/t 29,808 hours and 17,502 cycles by 1997; stored at TSE, seen oct98; was preserved as a monument
75A125	UN-85113	Tu-154B	Kazakhstan Airlines	STR	18jun95	near the old airport terminal at Astana; broken up in 2003 and sold to China as scrap metal
	CCCP-85114(1)	Tu-154A	AFL/International	mfd	aug75	toc 08aug75; opb ZRH 10aug75; rgd 15aug75; see c/n 89A814
75A126	CCCP-85114(1)	Tu-154A	AFL/Ural	trf	18mar80	converted to Tu-154B-1, date unknown; f/n DME 10sep92, as such
	CCCP-85114(1)	Tu-154B-1	Chelyabinsk Avia	trf	20nov92	
75A127	RA-85114(1)	Tu-154B-1	Aviaprima Sochi	SHJ	16jan95	no titles; l/n IST 04oct97
	RA-85114(1)	Tu-154B-1	Chelyabinsk Avia	SHJ	23mar95	stored; was already soc and canx 12nov98 as life-time expired; broken up at CEK
75A128	RA-85114(1)	Tu-154B-1	Aviaprima Sochi	IST	14jan97	toc 16aug75; rgd 20aug75; f/n AMS 21aug75; seen HEL 11nov76
	RA-85114(1)	Tu-154B-1	Chelyabinsk Avia	CEK	14aug99	converted to Tu-154B, see next line
75A129	CCCP-85115	Tu-154A	AFL/International	mfd	15jul75	f/n OVB 30jun92; l/n DME 16aug92
	CCCP-85115	Tu-154A	AFL/West Siberia	trf	18aug78	
75A130	CCCP-85115	Tu-154B	AFL/West Siberia	rgd	20jul81	l/n DME 25aug97, in Aeroflot c/s and titles
	RA-85115	Tu-154B	Aeroflot	OVB	22apr93	l/n VKO 25feb01; soc 06sep01 as life-time expired; canx 01oct01; wfu OVB and later broken up
75A131	RA-85115	Tu-154B	Sibir	trf	30mar94	toc 20aug75; f/n VIE 21aug75; rgd 22aug75
	RA-85115	Tu-154B	Sibir	VKO	19aug99	converted to Tu-154B-1, date unknown
75A132	CCCP-85116	Tu-154A	AFL/International	mfd	aug75	l/n OVB 30jun92, as Tu-154B-1
	CCCP-85116	Tu-154A	AFL/West Siberia	trf	31jul81	
75A133	CCCP-85116	Tu-154B-1	AFL/Ukraine-ODS	trf	17jul88	l/n DXB 31mar00; current in fleet list jan02; l/n ODS may02/oct04; scrapped at ODS mar05
	UR-85116	Tu-154B-1	Avialini. Ukrayiny	ZRH	18aug93	toc 11sep75; rgd 22sep75; l/n LGW 02oct76
75A134	UR-85116	Tu-154B-1	Odessa Airlines	DAM	01jun97	converted to Tu-154B-1, date unknown
	CCCP-85117	Tu-154A	AFL/International	mfd	sep75	l/n DME 20mar93
75A135	CCCP-85117	Tu-154A	AFL/Ukraine-KBP	trf	16sep77	
	CCCP-85117	Tu-154A	AFL/Ukraine-KBP	trf	1981	soc 07jul97 as life-time expired; canx 29jul97; seen BAX (N53.363644 E83.564580) jul00/18sep19, in Aeroflot c/s, derelict
75A136	CCCP-85117	Tu-154B-1	AFL/West Siberia	trf	17jul88	toc 11sep75; f/n AMS 18sep75; rgd 22sep75; carried additional 'Official Olympic Carrier' titles; converted to Tu-154B, date unknown; f/n AMS 20oct79, as such
	RA-85117	Tu-154B-1	Aeroflot	DME	23apr93	
75A137	RA-85117	Tu-154B-1	Altai Airlines	trf	04apr94	l/n KBP 15apr92
	CCCP-85118	Tu-154A	AFL/International	mfd	sep75	f/n LED 16jun93; l/n KBP 19mar97; canx 04nov96; broken up at KBP oct97
75A138	CCCP-85118	Tu-154B	AFL/Ukraine-KBP	trf	10jan80	toc 23sep75; rgd 30sep75; f/n SVO 04oct75; l/n FRA 04may77
	CCCP-85118	Tu-154B	AFL/Ukraine-ODS	trf	02jul81	converted to Tu-154B, date unknown
75A139	UR-85118	Tu-154B	Avialini. Ukrayiny	rgd	22jan93	trf to MAP 23feb84, see next line
	CCCP-85119	Tu-154A	AFL/International	mfd	sep75	Tu-154B-1 update, electronics test-bed (believed to be FBW controls test-bed for Tu-204); f/n ZIA 15aug92; l/n ZIA 24aug95; Aeroflot c/s; canx but date unknown; broken up at Zhukovski
75A140	CCCP-85119	Tu-154A	AFL/Ural	trf	24aug77	the first production Tu-154B; operated by the Ministry of Defence; f/n 30jul87 in (former) East Germany; an aircraft using call-sign "85120" flew to the North of Germany en route from Poland at FL 330; not in Soviet/Russian Federation registers or MGA document; later to SibNIA at Novosibirsk, tested to destruction and was not seen there apr93
	CCCP-85119	Tu-154B	AFL/GosNII GA	trf	01mar81	rgd 17may77, late rgd; f/n SVO 17jun77, in Aeroflot c/s
75A141	CCCP-85120	Tu-154B	MAP LII Zhukovski	rgd	11jul84	soc and canx 08jun89 as life-time expired; l/n ALA 22apr93, derelict; broken up at ALA
	CCCP-85121	Tu-154B	AFL/Kazakhstan	trf	19apr85	rgd 25dec75; f/n VKO oct76; soc 16aug82 as worn out; seen Minsk-Chizovka technical School sep93/jul95
75A142	CCCP-85122	Tu-154B	AFL/Moscow-VKO	trf	16dec75	still in Minsk-Chizovka technical school, no flag, (N53.842255 E27.65953818); l/n jun24
	EW-85122	Tu-154B	Aeroflot	trf	07oct95	toc 17dec75; rgd 25dec75; f/n VKO 12feb76; see c/n 06A996
75A143	CCCP-85123(1)	Tu-154B	AFL/Moscow-VKO	mfd	16dec75	l/n OVB 01jul92
	CCCP-85123(1)	Tu-154B	AFL/East Siberia	trf	02aug78	l/n DME 14may95
75A144	RA-85123(1)	Tu-154B	Aeroflot	VKO	17jul93	soc 29nov96 as life-time expired; canx 15dec96
	RA-85123(1)	Tu-154B	Baikalavia	trf	07feb95	rgd 14jan76; f/n DME 30oct77
75A145	CCCP-85124	Tu-154B	AFL/West Sib.-OVB	toc	14dec75	
	CCCP-85124	Tu-154B	AFL/Krasnoyarsk	trf	15nov78	f/n KJA 01jul92; small Aeroflot titles on the nose
75A146	CCCP-85124	Tu-154B-1	Krasnoyarskavia	trf	1990	l/n DME 14may95; soc and canx 17feb97 as life-time expired; broken up at KJA
	RA-85124	Tu-154B-1	KrasAir	DME	sep93	rgd 22jan76; f/n DME 24aug78; soc 25dec89 as worn out; canx 25jan90; l/n ALA apr93/nov94, derelict
75A147	CCCP-85125	Tu-154B	AFL/Kazakhstan-ALA	toc	25dec76	d/d 19nov75; rgd 20nov75; f/n LHR 10dec75; broke in two on touch down Prague 21oct81 on a flight from Schiphol due to vertical acceleration of 4G when the crew deployed the spoilers on final approach as the aircraft was above the glide slope; t/t 8,983 hours and 5,642 cycles; nose section returned to Budapest and displayed at the Flight Educational Centre until handed over to the Transport Museum aug97; section of fuselage noted mar05/18apr21 in use as a garden shed in village of Houstoun near PRG airport; the nose section was seen in a building at Börgönd airfield in Hungary on 05sep19
	HA-LCF	Tu-154B	MALÉV	mfd	oct75	d/d and rgd 24nov75; rgd as Tu-154B-2 1981; last service HER-BUD 31jul92; grounded aug92 due to MALÉV's modernization programme; canx 27jun94 with 21,554 hours and 13,803 cycles; handed over to the Transport Museum; towed to the Ferihegy (later Ferenc Liszt) outdoor museum (N47.427418 E19.260222) 12dec94; the museum was renamed Aeropark in nov14; l/n may24
75A148	HA-LCG	Tu-154B	MALÉV	mfd	01nov75	rgd and d/d 01dec75; used in 1977 for experimental flights for ICAO CAT.II operations on MALÉV's request in accordance with ANTK Tupolev, so-called Tu-154 modified B; on 20mar78 this programme was successfully completed and paved the way for the Tu-154B-2 version; rgd as Tu-154B-2 in 1980; last service CFU-BUD 13oct94 and stored at Ferihegy for spare parts; canx 13may97; t/t 23,173 hours and 14,759 cycles; broken up 26aug/03oct97
	HA-LCH	Tu-154B	MALÉV	mfd	12nov75	
75A149	551	Tu-154B	Chosonminhang	SXF	29jan76	undershot on landing at BUD 30jun79, right main gear collapsed but aircraft landed safely; damaged parts were removed and the landing gear repaired, and after extensive inspection the a/c flew with extended gears to Kuibyshev for repair; reported with flight plan 'P5-CVA'; l/n SVO 11apr92, see next line
	P-551	Tu-154B	Chosonminhang	QPG	26may79	

	P-551	Tu-154B	Air Koryo	fr.	28mar92	f/n PEK 15jun93; damaged at Pyongyang 15aug06 when overflew the normal touchdown point in dense smog and rain and overran the runway, nose gear damaged and left wing said to have made contact with an aerial, no casualties; not in fleet list 30dec06; seen FNI (N39.203405 E125.66687) sep10/may13; according to Air Koryo's facebook page was officially retired 17nov10; seen repainted sep13 and reported to return to service later in 2013; l/n FNI 20sep14/23nov19, stored toc 27dec75; rgd 14jan76; f/n LGW 14feb76
75A130	CCCP-85130 CCCP-85130 RA-85130	Tu-154B Tu-154B Tu-154B	AFL/Leningrad AFL/Far East-KHV Dalavia	mfd trf trf	24dec75 12jun88 01jun93	f/n KHV 02jun93, in Aeroflot c/s and titles; wfu feb95; l/n KHV 12may95; soc 04apr95 as life-time expired; canx 05jun95; broken up at KHV, summer 1995 rgd 19jan76; f/n ARN 10apr76; featured in the famous Soviet movie 'Ekipazh' (The Crew) shot in 1979; reportedly wfu after a mercury spill in the cargo compartment; trf to the Kryvy Rih Aeronautical School and on charge as of 01jul79; last flight 05oct79 to Kryvy Rih; soc 22nov82 as worn out; seen jul96 (N47.934827 E33.321084), l/n 04jun22 toc 28aug78; rgd 01sep78; opb 235 OAO; year in c/n as such from Soviet/Russian register and MGA document
75A131	CCCP-85131	Tu-154B	AFL/Ukraine-KBP	toc	19jan76	
76A132	CCCP-85132	Tu-154B	Soviet Gvt/AFL c/s	mfd	jul78	
	CCCP-85132 HA-LIB UR-85132 UR-85132 UR-85132 CCCP-85133	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Ukraine-ODS The Best Avialini. Ukrayiny Avial. Ukr c/s n/t Odessa Airlines Soviet Gvt/AFL c/s	trf all ZRH VNO LCA mfd	28may82 1992 11apr93 20aug95 16aug97 24jul78	not taken up and not delivered l/n JNB 08aug93 l/n DXB 03nov96 l/n ODS 01may99; seen ODS may02/oct04, wfu; broken up at ODS spring 2005 toc 10aug78; rgd 01sep78; opb 235 OAO; year in c/n as such from Soviet/Russian register and MGA document due to "improvements" made before delivery f/n LED 19sep85 f/n RIX 25may93; l/n RIX 23sep97, wfu; canx 06feb98 f/n VKO 29apr98; l/n as such DME 22jul00; not in fleet list 31dec00; leased to Aleksandra Avia 15sep00/31may01; seen HAJ 09dec00 in full Omskavia c/s with additional small 'AleksandraAVIA' titles on nose; last flight reported 28mar01; operator's certificate of Omskavia revoked 05oct08; stored at OMS, seen may05/jul24 rgd 24feb76; f/n SXF 28may77; year in c/n as such from Soviet/Russian register and MGA document
75A134	CCCP-85134 CCCP-85134 CCCP-85134	Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Azerbaijan AFL/Krasnoyarsk	toc trf trf	07feb76 05aug78 20jan84	soc 04nov91 as life-time expired; l/n KJA jul92/jul93 with wings removed; broken up toc 19jan78; rgd 30jan78; f/n IKT apr82; see c/n 92A922
76A135	CCCP-85135(1) CCCP-85135(1) RA-85135(1)	Tu-154B Tu-154B Tu-154B	AFL/West Sib.-OVB AFL/West Sib.-KEJ Aeroflot	mfd trf OVB	19jan76 1990 20apr93	soc 11sep97 as life-time expired; canx 17oct97; t/t 32,717 hours 11,479 cycles; transferred to Kemerovo and broken up there toc 05feb76; rgd 09mar76; f/n VKO 27nov77; seen OVB 01jul92, wfu; l/n OVB apr93/aug94 dumped; soc 05oct95 as life-time expired; canx 13oct95; broken up at OVB; see c/n 88A791 and 91A888 rgd 25feb76; f/n SXF 07jul76 l/n VKO 11sep92
76A136	CCCP-85136(1)	Tu-154B	AFL/West Sib.-OVB	mfd	26jan76	
76A137	CCCP-85137 CCCP-85137 UR-85137 UR-85137	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Ukraine-KBP AFL/Ukraine-ODS Avialini. Ukrayiny Avial. Ukr c/s n/t	toc trf RKT ODS	06feb76 02jul81 13nov95 08may98	rgd 17feb76; f/n ALA 05may76
76A138	CCCP-85138 CCCP-85138 CCCP-85138 CCCP-85138	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Kazakhstan-ALA AFL/Krasnoyarsk AFL/Azerbaijan	toc trf trf	09feb76 12dec78 29dec83	soc and canx 27nov91 as life-time expired; l/n BAK 17may96, derelict; broken up toc 25feb76; f/n LHR 05mar76; rgd 22mar76; f/n LED 04jul90 as Tu-154B-1; l/n LED 05sep92 was operated by Pulkovo Avia; soc 13oct93 as life-time expired; l/n LED 27oct94, unmarked; broken up toc 03mar76; rgd 31mar76; f/n VKO 18jun77; opb Vnukovo Airlines since oct92; l/n VKO 15may93 as Tu-154B-2; see c/n 85A716 opb Vnukovo Airlines since oct92 opb since oct92; canx 15nov95; soc 01dec95 as life-time expired; seen stored at VKO without engines and titles aug99/aug03; destroyed in an OMON (special police forces) exercise rgd 22mar76; on charge as of 01apr76; f/n DME 14nov77 f/n DME 15aug92 as Tu-154B-1
76A139	CCCP-85139 RA-85139	Tu-154B Tu-154B-1	AFL/Northern-LED Aeroflot	mfd LED	26jan76 03jan93	
76A140	CCCP-85140(1)	Tu-154B	AFL/Moscow-VKO	mfd	feb76	
	RA-85140(1) RA-85140(1)	Tu-154B-2 Tu-154B-2	Aeroflot Vnukovo Airlines	VKO trf	17jul93 30aug94	f/n MRV 19sep94; l/n SVX 19aug99, wfu, titles removed; soc 14jan00 as life-time expired; canx 24jan00; broken up at SVX toc 04mar76; rgd 31mar76; f/n VKO dec76 photo RWN 1988
76A141	CCCP-85141 CCCP-85141 RA-85141 RA-85141	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/West Sib.-OVB AFL/Ural Aeroflot Ural Airlines	mfd trf SVX trf	feb76 21sep78 20apr93 25jul94	f/n PEE 23aug95, in Aeroflot c/s, no titles, wfu; soc and canx 26apr99 as life-time expired; l/n PEE 16aug99, wfu; broken up at PEE 2005
76A142	CCCP-85142 CCCP-85142 RA-85142 RA-85142	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Ural Permiskiye Avialin.	mfd trf SVX trf	28feb76 23jun87 20apr93 30mar94	
76A143	552 P-552 P-552	Tu-154B Tu-154B Tu-154B	Chosonminhang Chosonminhang Air Koryo	ARN SXF fr.	24may76 20jun78 28mar92	reported with flight plan 'P5-CVB'; l/n SVO 11apr92, see next line l/n SVO 19apr93; l/n VVO 01nov24 l/n LGW 04jun77
76A144	LZ-BTK LZ-BTK LZ-BTK	Tu-154B Tu-154B Tu-154B	Balkan Libyan Arab Balkan	LHR JED ret	03apr76 05nov77 1978	with titles, used for Hadj, returned to Balkan seen LGW 08oct78; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; l/n KBP 26jun99; wfu jul99; not in fleet list 31dec99; broken up may00 toc 15apr76; rgd 07may76; f/n DME 14nov77 not taken up or delivered; registration was previously a Li-2
76A145	CCCP-85145 HA-LIC RA-85145 RA-85145	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/East Sib.-IKT The Best Aeroflot Baikalavia	mfd all OMS trf	31mar76 1992 12jun94 07feb95	wfu IKT and used by rescue services but still intact; seen IKT (N52.266146 E104.38353) jun01/11oct21, in full Aeroflot c/s, but faded by 2018 toc 10apr76; rgd 28apr76; f/n GOJ 19jun76; see c/n 86A724 f/n IKT 26nov81; l/n DME 10sep92
76A146	CCCP-85146(1) CCCP-85146(1) RA-85146(1) RA-85146(1)	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Privolzhsk-KUF AFL/East Siberia Aeroflot Baikalavia	mfd trf OVB trf	31mar76 17feb79 21apr93 07feb95	l/n IKT may95, in Aeroflot c/s and titles, engineless/wfu; soc 29nov96 as life-time expired; canx 15dec96; broken up at IKT toc 12may76; rgd 24may76; opb 235 OAO f/n BAK 26aug76, first Baku-based Tu-154
76A147	CCCP-85147 CCCP-85147 CCCP-85147 85147	Tu-154B Tu-154B Tu-154B Tu-154B	Soviet Gvt/AFL c/s AFL/Azerbaijan Aeroflot c/s, n/t Aeroflot c/s, n/t	mfd trf DME	19mar76 18aug76 22may91 07dec92	
76A148	4K-85147 CCCP-85148 CCCP-85148 UR-85148 UR-85148	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B	Aeroflot c/s, n/t AFL/Ural AFL/Ukraine-ODS Avialini. Ukrayiny Odessa Airlines	BAK mfd trf AAL IST	31dec93 apr76 23jan88 06dec94 04nov97	l/n BAK 16may96; broken up toc 23apr76; rgd 21may76; f/n SVX 12jan77
76A149	CCCP-85149(1)	Tu-154B	Aeroflot/USHVLP	toc	23apr76	l/n IST 08dec95 l/n ODS 30aug01; canx according jan02 fleet list; seen ODS may02/oct04, wfu; broken up at ODS mar05 Ulyanovsk Advanced Flying Training College; rgd 07may76; f/n SVO 08apr80; this was possibly the Tu-154 which was severely damaged 09jun84 while being parked at Moscow-Sheremetyevo when a tornado hit the area - the last entry in the technical passport about a flight is dated jun84, and while the aircraft was on charge of USHVLP after that it did not fly any more; trf to the Krivoi Rog Technical Aviation College of Civil Aviation (KRATU GA) 25feb88; last flight 03mar88 (to Krivoi Rog); soc 24apr89 as worn out and canx the same day; was used as a ground instructional airframe by KRATU GA (N47.934827 E33.321084), seen jul96/jun22; see c/n 89A797 toc 25apr76; rgd 17jun76; f/n TBS 05nov77, first Tblisi-based Tu-154; photo exists, in Aeroflot c/s with blue tail, later repainted into standard c/s
76A150	CCCP-85150	Tu-154B	AFL/Georgia	mfd	05apr76	opb Samara jul93 f/n KUF 19may96; soc and canx 22apr97 as life-time expired; l/n KUF 16sep97, wfu; broken up jan98 toc 08may76; rgd 20jul76; f/n ALA 21apr84; f/n ALA 22apr93 as Tu-154B-1 l/n ALA 04jun97/13may98, wfu; broken up at ALA toc 20may76; rgd 18jun76; f/n SXF 01jun76; l/n VKO 16aug92 l/n ODS 08jul96 l/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS dec99 on charge as of 01jul76; rgd 12jul76; f/n LGW 19dec76; f/n LED 06sep92 as Tu-154B-1
	CCCP-85150 RA-85150 RA-85150	Tu-154B Tu-154B Tu-154B	AFL/Privolzhsk Aeroflot Samara	trf KUF trf	12jul84 25apr93 15feb94	
76A151	CCCP-85151 UN-85151	Tu-154B Tu-154B-1	AFL/Kazakhstan-ALA Kazakhstan Airlines	mfd DME	19apr76 29jun96	
76A152	CCCP-85152 UR-85152 UR-85152 UR-85152	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Ukraine-ODS Avialini. Ukrayiny Avial. Ukr c/s n/t AFL/Leningrad	mfd VKO ODS mfd	may76 16jul93 08may98 31may76	
76A153	CCCP-85153 RA-85153 RA-85153	Tu-154B Tu-154B-1 Tu-154B-1	Aeroflot Pulkovo Avia	LED trf	03jan93 24feb95	in Aeroflot c/s and titles; canx 25may97; soc 03jun97 as life-time expired; l/n LED jul98/jan02, without titles, wfu; broken up on charge as of 01jul76; rgd 02jul76; f/n VKO 18jun77; damaged in a ground accident 24apr87 when the nose gear collapsed during maintenance, one person killed l/n DUS jul89, as such; seen KHV oct92, without Soviet flag on the fin f/n DUS 28aug93; l/n PMI may94 l/n FIR 04oct96 l/n ODS 30aug01; canx 17aug01; not in jan02 fleet list; seen ODS may02/oct04, derelict; broken up at ODS mar05 on charge as of 01jul76; rgd 02jul76; f/n SVO 20jun77; see c/n 10A1000 on charge as of 01jan93; f/n DME 09jul93, in Aeroflot c/s and titles f/n KUF 19may96; l/n KUF 16sep97; soc and canx 04mar98 as life-time expired; broken up at KUF toc 22jun76; f/n AMS 10jul76; rgd 15jul76; carried additional 'Official Olympic Carrier' titles l/n VKO 16aug92
76A154	CCCP-85154	Tu-154B	AFL/Moscow-VKO	mfd	31may76	f/n VKO 18sep94 in Aeroflot c/s and titles; soc and canx 15aug97 as life-time expired; l/n VKO 01sep97, no titles, wfu; broken up toc 25jun76; f/n AMS 08jul76; rgd 16jul76; carried additional 'Official Olympic Carrier' titles
	CCCP-85154 UR-85154 UR-85154 UR-85154	Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Ukraine Avialini. Ukrayiny Avialini. Ukr. n/t Odessa Airlines	trf rgd CDG EVN	21sep87 21jan93 09feb95 22jun97	
76A155	CCCP-85155(1) RA-85155(1) RA-85155(1)	Tu-154B Tu-154B Tu-154B-1	AFL/East Sib.-IKT AFL/Privolzhsk Samara	mfd trf trf	may76 unknown 24nov94	
76A156	CCCP-85156 CCCP-85156 RA-85156 RA-85156	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/International AFL/Moscow-VKO Aeroflot Vnukovo Airlines	mfd trf VKO trf	14jun76 23may80 15may93 30aug94	
76A157	CCCP-85157 CCCP-85157	Tu-154B Tu-154B	AFL/International AFL/Far East-KHV	mfd trf	jun76 23apr80	

	RA-85157	Tu-154B-1	Dalavia	trf	01jun93	f/n KHV 02jun93, in Aeroflot c/s and titles; l/n KHV 12may95; wfu in 1996 (in connection with the crash of Tu-154B-1 RA-85164 07dec95); soc 24may96 as further use not economically viable; canx 18jun96; broken up at KHV feb97 rgd 31aug76; on charge as of 01oct76
76A158	CCCP-85158 CCCP-85158 CCCP-85158 85158 4K-85158 4K-85158 YR-TPA	Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B	AFL/Privolzhsk-UFA AFL/Armenia AFL/Azerbaijan Aeroflot Aeroflot Aeroflot c/s, n/t TAROM	mfd trf trf LED BAK IST	jun76 15apr78 24dec83 31may92 dec93 20feb94	l/n VKO 20sep85, l/n VKO 02sep91 Azeri flag; l/n DME 16aug92 Azeri flag l/n BAK 17may96, derelict; broken up BAK 1998
76A159	YR-TPA	Tu-154B	TAROM	rgd	09jul76	f/n LGW 26sep76; CoFA expired 26jun91; l/n OTP aug95, wfu; canx 17jan96 as scrapped
76A160	CCCP-85160 CCCP-85160 RA-85160 RA-85160 RA-85160 YR-TPB YR-TPB YR-TPB	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Krasnoyarsk Aeroflot Khakasiya Sibaviatrans Sultan Air TAROM	mfd trf ABA trf rgd rgd SXF FRA	30jun76 17dec77 13jul93 25nov93 19aug98 20jul76 02jul91 27sep92	toc 07jul76; rgd 23jul76; f/n ATH 01dec76 l/n KJA 01jul92 soc and canx 12nov99 as life-time expired; broken up at ABA 2002 seen LHR 22jan77; seen ORY 11jun89 in all-white c/s, with TAROM logo on the tail only; l/n ORY 27may92 as such in full TAROM new 'blue' c/s; l/n OTP sep98/may99, wfu; CoFA expired 30sep97; canx 05jun01 as broken up toc 11aug76; f/n SVO 04aug76; rgd 30aug76; l/n FRA jun77
76A162	CCCP-85162 CCCP-85162 CCCP-85162 EK-85162	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/International AFL/Azerbaijan AFL/Armenia Aeroflot c/s, n/t	mfd trf trf VKO	jul76 15jul77 24dec83 jun93	seen EVN may96/jun00, wfu; broken up by aug00
76A163	CCCP-85163 CCCP-85163	Tu-154B Tu-154B	Soviet Gvt/AFL c/s AFL/Georgia	mfd trf	jul76 18jul78	toc 25aug76; rgd 07sep76; opb 235 OAO at VKO; f/n VKO 14nov77 opb 112 LO of Tbilisski OAO (redesignated 1 LO of Tbilisski OAO in 1988); f/n VKO 13apr92; l/n VKO 08jul92 in basic Aeroflot c/s, no titles; w/o 22sep93 on a flight from Tbilisi to Sukhumi when was shot down on landing at Sukhumi by Abkhaz soldier Bulat Amayev who fired a shoulder-fired SAM from a patrol boat off the coast, the aircraft was hit by the missile while levelling out, came down very hard and caught fire, 8 of the 12 crew members and 100 of the 120 passengers (Georgian Mol troops) were killed toc 11aug76; f/n AMS 19aug76; rgd 30aug76; carried additional 'Official Olympic Carrier' titles by jan79
76A164	CCCP-85164 CCCP-85164 RA-85164 RA-85164	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/International AFL/Far East Aeroflot Dalavia	mfd trf KHV trf	jul76 11jun80 24may93 01jun93	w/o 07dec95 (local time, according to UTC 06dec95) on a flight from Yuzhno-Sakhalinsk to Khabarovsk, crashed into Mt. Jausy, 50 km west of Grossevichi, all 8 crew and 90 passengers killed; wreckage found only 18dec95; t/t 13,801 cycles; soc 30jul97; canx 05aug97 toc 13aug76; rgd 01sep76; carried additional 'Official Olympic Carrier' titles; l/n LHR 09jan79 l/n DME 10sep92 as Tu-154B-1 opb KrasAir; l/n DME 23sep94 not in fleet list since 1998; used as a ground instructional airframe by the Siberian State Aerospace University (SibGAU) at Krasnoyarsk-Yemelyanovo (N56.18301 E92.46185), seen jul03/17sep19 ('Aeroflot' titles prevailing from at least 2010) toc 26aug76; rgd 07sep76; opb 235 OAO; f/n SVO 01jan77 f/n FRA 07apr93 as Tu-154B-1 l/n MUC 17may95 seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A165	CCCP-85165 CCCP-85165 RA-85165 RA-85165	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/International AFL/Krasnoyarsk Aeroflot KrasAir	mfd trf KJA KJA	04aug76 15oct79 13jul93 03jun01	soc 12aug96 as life-time expired; canx 23aug96; l/n HTA 18apr97, in Aeroflot c/s, derelict; broken up toc 07sep76; rgd 14sep76; f/n TBS 11jan77; l/n VKO 13apr92
76A166	CCCP-85166 CCCP-85166 EK-85166 EK-85166 CCCP-85167 RA-85167 RA-85167	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B Tu-154B Tu-154B	Soviet Gvt/AFL c/s AFL/Armenia Aeroflot c/s, n/t Armenian Airlines AFL/East Sib.-IKT Aeroflot Chita Avia	mfd trf SHJ ORY mfd VKO trf	aug76 07jul78 08jul93 14jun95 20aug76 21mar93 07feb95	in revised dark blue c/s and tail logo with just 'Georgia' titles; seen wfu at TBS (N41.675404 E44.952787) nov01/aug13; probably this is the Tu-154 preserved at the Tbilisi Dzeladze Boris helipad (N41.650813 E44.869613) on charge as of 01oct76; rgd 25oct76; opb 107 LO; f/n BAK 07sep77; w/o 19may78 on a flight from Baku to Leningrad when the feeder tank ran dry due to a combination of various factors (but which went unnoticed by the flight engineer) so that all 3 engines flamed out due to fuel starvation while flying at a height of 9,600 metres near Pochinok, the aircraft lost electrical power from the generators which led to instantaneous deflections of the control surfaces (a design deficiency), when the flight engineer re-started one generator some minutes later the control surfaces instantaneously returned to their initial positions which irritated him so that he shut the generator off again, the crew intended to make an emergency landing at Bezhtsk, but as height and speed were not sufficient for that the aircraft landed in a field near Khmelyovaya village 5 km south-east of Maksatikha (Kalinin region, N57.767 E35.950), touched trees on the edge of the field, made a hop over a tree belt across the field, collided with a telegraph pole and a trench, broke up, came to rest 1,518 metres behind the first touch-down, caught fire and burnt out, 4 of the 126 passengers killed and 1 out of 8 crew plus 26 passengers injured; t/t 3,308 hours and 1,567 cycles; soc and canx 20jul78 toc 24sep76; rgd 25oct76; f/n TBS 17may77; f/n VKO 21jul91 as Tu-154B-1; reported for Orbi but seen TBS 16may96/27jun00 used for spares; broken up toc 23sep76; rgd 04nov76; f/n ZRH 26jan77; appeared in the 1986 Soviet film "Lyotnoye proissheshtiye" (Air Accident); see c/n 91A893 in basic 'blue' Aeroflot c/s, no titles; soc 20apr95 as life-time expired and canx 02jun95; sat wfu at CEK, seen aug95/aug01; later used (with the outer wings removed) for training by the fire brigades at CEK, seen apr08/mar13; scrapped before 2020 toc 01oct76; rgd 16nov76; f/n DME 30oct77 l/n IKT may95/jun01 engineless/wfu; trf 07feb95 to Baikalavia; not in 2000 fleet list; soc 20jun01 as life-time expired; canx 22jun01; broken up at IKT toc 08oct76; rgd 01nov76; f/n DME oct85 stored this date; was trf 26sep96 to Air Kazakhstan, Almaty based, but reported at ARZ-411 since may93; broken up at MRV toc 28oct76; rgd 16nov76; f/n KJA 28oct76, first Krasnoyarsk-based Tu-154; l/n KJA 01jul92
76A167	RA-85167 RA-85167	Tu-154B Tu-154B	Chita Avia	trf	07feb95	canx 17dec97; soc 07sep98 as further use not economically viable; broken up probably at Abakan
76A168	CCCP-85168 85168 4L-85168 4L-85168 4L-85168	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Georgia-TBS Orbi Orbi Air Zena Air Georgia	mfd VKO PRG STN FJR	aug76 28aug93 02mar94 11oct97 07apr99	f/n LHR 22dec76; CoFA expired 18oct91; canx 18jan96 as broken up mfd 20oct76; toc 03nov76; rgd 18nov76; opb 235 OAO; f/n VIE 20jan77 f/n KHV 02jun93, in Aeroflot c/s and titles; l/n KHV 12may95; last flight 13oct96; soc 07may97 as further use not economically viable; canx 04jun97; broken up at KHV sep97 toc 18nov76; rgd 30nov76; f/n SVO 17dec76; l/n HAM jun77
76A169	CCCP-85169	Tu-154B	AFL/Azerbaijan-BAK	mfd	02sep76	l/n BAK 17may96, wfu; not in 1998 fleet list; broken up BAK f/f 14oct76; toc 11dec76; rgd 20dec76; f/n LHR 01jan77; reportedly carried additional 'Official Olympic Carrier' titles in the late 1970s on charge as of 01jul90; l/n VKO 19may91 f/n KHV 07jul94, in Aeroflot c/s and titles; l/n IKT 11may95; soc 22dec97 as life-time expired; canx 29dec97; broken up at KHV apr98 toc 11dec76; f/n SVO 17dec76; rgd 20dec76; carried additional 'Official Olympic Carrier' titles by mar79 with AFL/Latvia given in MGA document for this same date; first Odessa-based Tu-154; f/n ZRH jun92 as Tu-154B-1
76A170	CCCP-85170	Tu-154B	AFL/Georgia-TBS	mfd	sep76	l/n ODS 30aug01; canx according to jan02 fleet list; broken up at ODS apr02
76A171	CCCP-85171(1) RA-85171(1)	Tu-154B Tu-154B-1	AFL/Urals Chelyabinsk Avia	mfd trf	sep76 19may93	toc 15dec76; rgd 30dec76; f/n FRA 20dec76; l/n ZRH dec77 l/n LED 07sep92
76A172	CCCP-85172 RA-85172	Tu-154B Tu-154B	AFL/East Sib.-IKT Aeroflot	mfd UUD	sep76 07jun93	f/n HEL 18sep93, in Aeroflot c/s, no titles; operating for Aviaprima Sochi Airlines seen CEK 14aug99/12aug01, stored, no titles; soc 24aug00 as life-time expired; canx 03oct00; broken up at CEK toc 16dec76; f/n SVO 28dec76; rgd 30dec76; l/n LGW 28jan78 f/n as Tu-154B-1 KJA 01jul92
76A173	CCCP-85173 UN-85173	Tu-154B Tu-154B-1	AFL/Kazakhstan-ALA Kazakstan Airlines	mfd MRV	27sep76 15may96	in basic Aeroflot c/s; soc 17feb97 as life-time expired; canx 17dec97; broken up at KJA probably in winter 1998/99 toc 16dec76; f/n FRA 20dec76; rgd 30dec76; carried additional 'Official Olympic Carrier' titles l/n VKO 16aug92
76A174	CCCP-85174 RA-85174 RA-85174 YR-TPC	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Krasnoyarsk Aeroflot Khakasiya TAROM	mfd DME trf rgd	oct76 20mar93 25nov93 02nov76	canx 30may98; soc 30jul98 as life-time expired; l/n VKO 17may99, wfu; broken up at VKO jun99 toc 01jan77; rgd 14jan77; f/n TBS 27nov82; l/n DME 16apr92
76A175	CCCP-85176	Tu-154B	Soviet Gvt/AFL c/s	f/f	10oct76	f/n LED 16jun93, in Aeroflot c/s, no titles; l/n DME 16may95; operated for Aviaprima Sochi Airlines
76A176	CCCP-85176 RA-85176	Tu-154B Tu-154B-1	AFL/Far East-KHV Dalavia	trf trf	21jul78 01jun93	
76A177	CCCP-85177 CCCP-85177 85177 4K-85177	Tu-154B Tu-154B Tu-154B-1 Tu-154B	AFL/International AFL/Azerbaijan Azerbaijan Al Azerbaijan Al	mfd trf BAK	23oct76 11mar78 10dec92	
76A178	CCCP-85178	Tu-154B	AFL/International	mfd	12oct76	
	CCCP-85178 CCCP-85178 RA-85178	Tu-154B Tu-154B Tu-154B-1	AFL/Krasnoyarsk-KJA AFL/Far East-KHV Dalavia	trf trf trf	28dec79 unknown 01jun93	
76A179	CCCP-85179 CCCP-85179 CCCP-85179	Tu-154B Tu-154B Tu-154B	AFL/International AFL/Ukraine AFL/Ukraine-ODS	mfd trf trf	29nov76 10aug80 09jan81	
	CCCP-85179 UR-85179 UR-85179 UR-85179	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	Avialini. Ukrayiny Avialini. Ukrayiny Odessa Airlines Odessa Airlines	VKO STR VKO	10sep92 08may93 03sep97	
76A180	CCCP-85180 CCCP-85180 RA-85180 RA-85180 RA-85180	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B	AFL/International AFL/Urals Aeroflot Chelyabinsk Avia Chelyabinsk Avia	mfd trf SHJ trf DME	nov76 21jun78 feb93 19may93 04jul94	
76A181	CCCP-85181 CCCP-85181 RA-85181 RA-85181	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/International AFL/Krasnoyarsk-KJA Aeroflot KrasAir	mfd trf DME DME	nov76 21jun78 09jul93 22aug95	
76A182	CCCP-85182 CCCP-85182 RA-85182 RA-85182	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/International AFL/Moscow-VKO Aeroflot Vnukovo Airlines	mfd trf VKO trf	29nov76 14aug80 21mar93 30aug94	
76A183	CCCP-85183 RA-85183 RA-85183	Tu-154B Tu-154B-1 Tu-154B-1	AFL/Urals-SVX Aeroflot Chelyabinsk Avia	mfd HEL trf	nov76 03apr93 19may93	

76A184	RA-85183 CCCP-85184	Tu-154B-1 Tu-154B	Chelyabinsk Avia AFL/Krasnoyarsk	CEK mfd	23aug95 dec76	l/n CEK 14aug99, stored, no titles; soc 24aug00 as life-time expired; canx 03oct00; broken up at CEK rgd 28dec76; on charge as of 01jan77; f/n DME 13nov77; the first Tu-154 to undergo rework at ARZ-411 at MRV (in 1979)
76A185	RA-85184 RA-85184 CCCP-85185(1) RA-85185(1) RA-85185(1)	Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	Aeroflot KrasAir AFL/Far East-KHV Aeroflot Dalavia	KJA DME mfd KHV trf	13jul93 21may96 14dec76 31may93 01jun93	l/n DME 14may95 l/n KUF 15sep97; soc and canx 12apr99 as life-time expired; broken up at KJA apr99 on charge as of 01jan77; f/n FRA 20dec76; rgd 31dec76; see c/n 92A894
76A186	CCCP-85186	Tu-154B	AFL/Georgia-TBS	mfd	15dec76	l/n KHV 12may95, in Aeroflot c/s and titles; wfu in 1996 (in connection with the crash of Tu-154B-1 RA-85164 07dec95); soc 16jul96 as further use not economically viable; canx 23jul96; broken up at KHV feb97
76A187	CCCP-85187(1) RA-85187(1) RA-85187(1)	Tu-154B Tu-154B Tu-154B	AFL/Far East-KHV Aeroflot Dalavia	f/f KHV trf	13dec76 28may93 01jun93	toc 23dec76; rgd 11jan77; f/n DME 14nov77; still CCCP- 16may93; not canx from Soviet register; broken up probably at TBS mfd 30dec76; toc 07jan77; rgd 09feb77; f/n sep77; l/n LED 05sep92; see c/n 92A919
76A188	CCCP-85188 CCCP-85188 85188	Tu-154B Tu-154B Tu-154B	AFL/Leningrad AFL/Georgia Aeroflot c/s, n/t	mfd trf VVO	30dec76 22dec78 01sep93	l/n VKO 27apr93
76A189	4L-85188 CCCP-85189 CCCP-85189 CCCP-85189 CCCP-85189 UK-85189	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/GosNII GA AFL/Moscow-VKO AFL/Uzbekistan Uzbekistan Airways	mfd trf trf trf TAS	08jun77 17feb78 09mar78 08sep85 30apr96	l/n TBS 16may96 being used for spares; broken up 1997 toc 16jun77; rgd 21jun77; f/n VKO 18nov77
76A190	CCCP-85190 CCCP-85190 RA-85190	Tu-154B Tu-154B Tu-154B-1	AFL/Moscow-VKO AFL/Far East-KHV Dalavia	f/f trf trf	26jan77 01jun90 01jun93	photo exists, taken at Brand nov90 canx but date unknown; l/n TAS 05oct97 being cannibalised; broken up by ATB at Tashkent about 2000/01 mfd 08jun77; toc 17jun77; f/n VKO 18jun77; rgd 21jun77
77A191	553 P-553 P-553	Tu-154B Tu-154B Tu-154B	Chosonminhang Chosonminhang Air Koryo	SXF r/r fr.	07mar77 1978 28mar92	f/n KHV 07jul94, IN Aeroflot c/s and titles; l/n KHV 12may95; wfu in early 1999; soc and canx 26jul99 as life-time expired; broken up at KHV 01mar00
77A192	CCCP-85192 CCCP-85192 CCCP-85192 85192 85192	Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Armenia AFL/Azerbaijan Aeroflot Azerbaijan Al	mfd trf trf BAK DME	jan77 25nov77 23jul85 10dec92 20mar93	photo SVO 1985; l/n PEK nov91 f/n SVO 19apr93; not in fleet list 30dec06; l/n FNJ 19dec09; according to Air Koryo's facebook page, officially retired on 17nov10 and sent to the Aviation Institute in the Son Yang district near to the airport toc 12feb77; rgd 24feb77; f/n DME nov77
77A193	4K-85192 CCCP-85193 RA-85193 RA-85193	Tu-154B Tu-154B Tu-154B Tu-154B-1	AFL/Moscow-SVX Aeroflot Ural Airlines	mfd DME trf	04jul94 31jan77 02sep93 25jul94	with Azeri flag l/n DME 07jul93 l/n DME 23apr97; not on Azerbaijan register 12dec00; broken up toc 15feb77; rgd 22mar77; f/n LED 19aug83; l/n IKT 05jul92 opb Ural Airlines oct93 f/n DME 29jun98; l/n active DME 26nov06; seen wfu at SVX with missing parts jan08; l/n 27aug09, in many pieces, being broken up; t/t 38,626 hours and 16,363 cycles rgd 31mar77; on charge as of 01apr77; f/n DME nov77
77A194	CCCP-85194 CCCP-85194 UN-85194 UN-85194 UN-85194 UN-85194	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Krasnoyarsk AFL/Kazakhstan Aeroflot Aeroflot c/l, n/t Kazakhstan Airlines Air Kazakstan	mfd trf ALA SHJ SHJ trf	21feb77 jun92 23apr93 dec94 apr96 26sep96	with Kazakhstan flag with Kazakhstan Airlines tail c/s Almaty based, but never had titles as such; l/n ALA 30jun99/24sep99, derelict; broken up toc 06mar77; rgd 29mar77; f/n FRU 12mar77, first Frunze-based Tu-154 f/n DME 08apr81; l/n DME 10sep92
77A195	CCCP-85195 CCCP-85195 RA-85195 RA-85195 RA-85195	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Kyrgyzstan-FRU AFL/Krasnoyarsk Aeroflot Khakasiya Khakasiya	mfd trf ABA trf ABA	feb77 28apr78 13jul93 25nov93 18aug07	CofR renewal 07may97; f/n DME 02sep97, in Aeroflot c/s, no titles; l/n DME 06aug99 wfu, in basic in Aeroflot c/s with titles; already soc 05feb05 as life-time expired; l/n ABA 22apr11; seen ABA 28sep13, without wings
77A196	CCCP-85196 CCCP-85196 EK-85196	Tu-154B Tu-154B Tu-154B-1	Aeroflot/USHVLP AFL/Armenia-EVN Aeroflot c/s, n/t	mfd trf VVO	feb77 30jun77 08sep93	Ulyanovsk Advanced Flying Training College; rgd 23mar77; on charge as of 01apr77 f/n DME 30oct77; f/n LED 22jul88 as Tu-154B-1; l/n LED 06sep92 was operated by Armenian Airlines; seen EVN 19jun97/18apr00, wfu; broken up on charge as of 01apr77; rgd 05apr77; f/n SXF 16apr77
77A197	CCCP-85197 CCCP-85197 CCCP-85197 4L-85197	Tu-154B Tu-154B Tu-154B Tu-154B-1	AFL/Ukraine-KBP AFL/Armenia-EVN AFL/Georgia-TBS Orbi	mfd trf trf VVO	feb77 13oct77 21jan88 22aug95	f/n VKO 27apr93 as Tu-154B-1 l/n VKO 12may96; not in 1997 fleet list; broken up TBS rgd 25mar77; on charge as of 01apr77; f/n SVO apr79
77A198	CCCP-85198 CCCP-85198	Tu-154B Tu-154B	AFL/Azerbaijan-BAK AFL/Georgia	mfd trf	28feb77 06apr84	f/n as Tu-154B-1 VKO 11apr91; reported for Orbi but seen TBS may96/jun97 being used for spares; broken up on charge as of 01apr77; rgd 15apr77; f/n DME 13nov77
77A199	CCCP-85199 CCCP-85199 CCCP-85199 85199 4K-85199	Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/Privolzhsk-KUF AFL/Georgia AFL/Azerbaijan-BAK Azerbaijan Al Azerbaijan Al	mfd trf trf BAK mfd	mar77 29sep77 27apr84 11dec92 26feb93	l/n DME 22feb92
77A200	CCCP-85200 EK-85200 EK-85200	Tu-154B Tu-154B Tu-154B-1	AFL/Armenia-EVN Armenian Airlines Armenian Airlines	mfd VVO VVO	mar77 12jun93 30aug95	l/n BAK 17may96, derelict; not on register 02dec02; broken up at BAK toc 30mar77; rgd 20apr77; f/n DME 13nov77; l/n EVN mar93 in basic ex Aeroflot c/s, no titles
77A201	CCCP-85201 CCCP-85201 RA-85201 RA-85201 RA-85201 RA-85201 RA-85201	Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Krasnoyarsk Aeroflot KrasAir Sibaviatrans KrasAir	mfd trf trf KJA DME rgd rgd	18mar77 15oct77 13jul93 16aug96 01jun01 31may02	in basic ex Aeroflot c/s, no titles; seen EVN apr00/mar03, derelict; broken up toc 30mar77; rgd 01apr77; f/n VKO 18jun77
77A202	CCCP-85202 RA-85202 RA-85202	Tu-154B Tu-154B Tu-154B	AFL/Krasnoyarsk Aeroflot KrasAir	mfd DME DME	mar77 07jul93 16aug96	l/n DME 21sep98; CofR renewal 29oct00 f/n KJA 03jun01; leased from KrasAir; l/n KJA 27jan02 f/n DME 08oct02; still in basic Sibaviatrans c/s; l/n DME 02jul04; wfu 2005; seen KJA aug08/apr09, derelict; broken up at KJA autumn 2009; t/t 36,407 hours and 13,236 cycles rgd 15apr77; on charge as of 01jul77; f/n DME 30oct77; l/n KJA 01jul92
77A203	CCCP-85203	Tu-154B	AFL/Georgia-TBS	mfd	18mar77	l/n KJA 04jul03, engines missing; current in fleet list jan03; soc 06jun03 as life-time expired; canx 29aug03
77A204	CCCP-85204(1) RA-85204(1) RA-85204(1)	Tu-154B Tu-154B-1 Tu-154B-1	AFL/East Sib.-IKT Aeroflot Baikalavia	mfd DME trf	mar77 15may93 07feb95	toc 14apr77; rgd 06may77; f/n DME 13nov77; seen TBS 16may96/27jun00, being used for spares; broken up toc 16apr77; rgd 05may77; f/n IKT late 1977; f/n IKT 06jul92 as Tu-154B-1; see c/n 91A886
77A205	CCCP-85205 RA-85205 RA-85205	Tu-154B Tu-154B Tu-154B-1	AFL/Far East-KHV Aeroflot Dalavia	mfd KHV trf	mar77 28may93 01jun93	soc 29nov96 as life-time expired; canx 15dec96; broken up probably at Irkutsk toc 20apr77; rgd 04may77; f/n KHV apr82
77A206	CCCP-85206 CCCP-85206 RA-85206	Tu-154B Tu-154B Tu-154B-1	AFL/Kyrgyzstan-FRU AFL/Far East-KHV Dalavia	mfd trf trf	apr77 24feb78 01jun93	l/n KHV 12may95, in Aeroflot c/s and titles; wfu in early 1998; soc and canx 02jul98 as life-time expired; broken up at KHV apr99 toc 27apr77; rgd 02jun77 f/n KHV apr82 f/n IKT 06jul94, in Aeroflot c/s and titles; l/n KUF 16sep97; wfu in early 1998; soc 06may98 as life-time expired; canx 12may98; broken up at KHV in summer 1998 toc 19may77; rgd 19may77; f/n LBG 07jun77 photo STW jul85
77A207	CCCP-85207 CCCP-85207 RA-85207 RA-85207	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Far East-KHV Aeroflot Dalavia	mfd trf KHV trf	apr77 12sep77 24may93 01jun93	l/n KHV 12may95, in Aeroflot c/s and titles; wfu in early 1998; canx 16jun98; soc 16jul98 as life-time expired; broken up at KHV 26sep98 f/n LHR 25apr77; l/n SXF sep90, in full c/s; leased to Laos Air during summer 1991 and later to Palair Macedonian in autumn 1991, in all-white c/s; seen FRA 29jul92, all-white c/s, no titles; t/t 21,590 hours, 1,222 cycles at 01aug92; wfu VAR late 1996, due to a problem with the wings; l/n VAR sep97/jul02, as such; broken up; see c/n 73A051 f/n LGW 22may77; t/t 23,585 hours, 12,324 cycles at 01aug92; wfu SOF jan96; l/n SOF 07jan98, as such; broken up oct99; see c/n 73A052
77A208	LZ-BTL (2)	Tu-154B	Balkan	mfd	04apr77	toc 24may77; rgd 08jul77;f/n DME early 1978; still CCCP- 17may93 in Aeroflot c/s, no titles; l/n DXB 22feb97; not in 1998 Armenian Airlines fleet list; broken up 1998, probably at Yerevan rgd 23jun77; on charge as of 01jul77; f/n DME 13nov77
77A209	LZ-BTM (2)	Tu-154B	Balkan	mfd	14apr77	the date is stamped on a slide to might be before feb93 l/n BAK 16may96; not in 1998 fleet list, broken up probably at Baku toc 26may77; rgd 23jun77; f/n DME 13nov77 year not given in the MGA document on charge as of 01jan82
77A210	CCCP-85210 EK-85210	Tu-154B Tu-154B	AFL/Armenia-EVN Armenian Airlines	mfd AMS	may77 20jun95	l/n DME 26sep91, as Tu-154B-1
77A211	CCCP-85211 85211 4K-85211	Tu-154B Tu-154B-1 Tu-154B-1	AFL/Azerbaijan-BAK Azerbaijan Al Azerbaijan Al	mfd CAI IST	may77 feb93 05may93	l/n DME 21may96, in Aeroflot c/s and titles; soc and canx 26apr99 as life-time expired; l/n PEE 16aug99, in Aeroflot c/s, no titles; broken up at PEE on charge as of 01jul77; rgd 11jul77; f/n DME apr82 soc 17feb97 as life-time expired; canx 17dec97; broken up KJA 1999
77A212	CCCP-85212 CCCP-85212 CCCP-85212 CCCP-85212 CCCP-85212 RA-85212 RA-85212	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/Urals-SVX AFL/GosNII GA AFL/Urals AFL/Krasnoyarsk AFL/Urals Aeroflot Permskiye Avialin.	mfd trf trf trf trf trf trf	may77 20nov.. unknown 08feb89 01apr89 23apr93 30mar94	
77A213	CCCP-85213 RA-85213 RA-85213	Tu-154B Tu-154B Tu-154B	AFL/Krasnoyarsk Aeroflot KrasAir	mfd KJA DME	31may77 13jul93 jul95	

77A214	CCCP-85214	Tu-154B	AFL/Leningrad	mfd	may77	toc 04jun77; rgd 08jun77; f/n LHR 01jul77
	CCCP-85214	Tu-154B	AFL/Azerbaijan	trf	06oct77	I/n DME 16apr92
	85214	Tu-154B	AFL/Azerbaijan			seen on Russian TV as such
77A215	4K-85214	Tu-154B-1	Azerbaijan Al	IST	07mar93	I/n BAK 17may96, derelict; not on register 02dec02; broken up at Baku 2000
	CCCP-85215	Tu-154B	Aeroflot/UShVLP	mfd	18jun77	Ulyanovsk Advanced Flying Training College; on charge as of 01jul77; rgd 19aug77; f/n SVO 09aug80
	CCCP-85215	Tu-154B	AFL/Moscow	trf	31oct85	transfer not mentioned in the MGA document; I/n VKO 05jun92
	RA-85215	Tu-154B	Aeroflot	VKO	21mar93	
	RA-85215	Tu-154B	Vnukovo Airlines	trf	30aug94	f/n VKO 01jul95 as Tu-154B-2, in Aeroflot c/s and titles; seen VKO aug97/aug01, derelict, titles removed and broken up aug01
77A216	CCCP-85216	Tu-154B	Soviet Gvt/AFL c/s	mfd	11jun77	toc 26jul77; rgd 12aug77; opb 235 OAO; f/n VKO 18nov77
	CCCP-85216	Tu-154B	AFL/Far East-KHV	trf	23aug79	
	RA-85216	Tu-154B-1	Aeroflot	KHV	28may93	
77A217	RA-85216	Tu-154B-1	Dalavia	trf	01jun93	I/n KHV 12may95, in Aeroflot c/s and titles
	RA-85216	Tu-154B-1	Dalavia	KHV	31jul01	I/n KHV 04jul04; wfu probably in 2004; broken up at KHV probably in early 2005
	CCCP-85217	Tu-154B	AFL/International	mfd	30jun77	toc 08jul77; rgd 12aug77; already f/n SVO 09jul77; carried additional 'Official Olympic Carrier' titles
	CCCP-85217	Tu-154B	AFL/East Siberia	trf	27apr81	
	CCCP-85217	Tu-154B	AFL/Yakutiya	trf	27mar91	
	RA-85217	Tu-154B	Aeroflot	VKO	21mar93	I/n ROV 14may96, in Aeroflot c/s and titles
	RA-85217	Tu-154B	Sakha Avia	trf	24may94	opb Gomelavia, photo proof
	EW-85217	Tu-154B-1	Aeroflot c/s, n/t	HAI	06jun00	I/n DME 13aug01; seen DME 03dec01, reportedly no titles; seen VKO 02aug02 again with titles; reported VKO 18sep02 in incident report, opb Avialinii 400 on lease from Primeaviaexport LLC I; I/n VKO jun03/aug04 in VARZ-400 to be scrapped but current on the Russian Register feb04; broken up at VKO aug04
	RA-85217	Tu-154B-1	Permskiye Avialin.	VKO	11sep00	toc 13jul77; rgd 12aug77; f/n SVO 13jul77; carried additional 'Official Olympic Carrier' titles
						I/n VKO 19may91
77A218	CCCP-85218	Tu-154B	AFL/International	mfd	jun77	I/n ODS 30aug01; current in jan02 fleet list; I/n ODS may02/oct04 wfu; was last remaining Tu-154 at ODS, seen broken up on the dump mar/apr05
	CCCP-85218	Tu-154B	AFL/Ukraine-ODS	trf	10aug80	toc 12jul77; f/n SVO 16jul77; rgd 12aug77; carried additional 'Official Olympic Carrier' titles, seen SXF jul78 and PIK jun79, as such
	UR-85218	Tu-154B	Avialini. Ukrayiny	IST	03aug93	I/n TAS 15apr92
	UR-85218	Tu-154B	Odessa Airlines	HAI	22aug96	
77A219	CCCP-85219	Tu-154B	AFL/International	mfd	30jun77	
	CCCP-85219	Tu-154B	AFL/Urals	trf	05oct79	
	RA-85219	Tu-154B-1	Aeroflot	DME	20mar93	
77A220	RA-85219	Tu-154B-1	Ural Airlines	trf	25jul94	f/n DME 07may95; f/n as a Tu-154B-2 SVX 30apr04; damaged 30apr04 on a flight from Koltsovo to Moscow when engine # 3 suffered an uncontained failure shortly after take-off, but the aircraft managed to land safely; repaired; I/n SVX 21jun06; wfu 2007 and broken up at SVX
	CCCP-85220	Tu-154B	AFL/International	mfd	16jun77	rgd 09jul77; f/n 29jul77; f/n AMS 13aug77; carried additional 'Official Olympic Carrier' titles
	CCCP-85220	Tu-154B	AFL/Far East-KHV	trf	31jul81	I/n VKO 08jul92
	RA-85220	Tu-154B	Dalavia	trf	01jun93	f/n KHV 07jul94, in Aeroflot c/s and titles; I/n KUF 29nov98
	RA-85220	Tu-154B-2	Dalavia	KHV	12may99	I/n KHV 04jul04; wfu probably in 2004; scrapped at KHV probably in early 2005
	CCCP-85221	Tu-154B	AFL/International	mfd	01jul77	toc 03aug77; f/n FRA 13aug77; rgd 18aug77; seen ZRH 22mar78; seen DUB sep79, carried additional 'Official Olympic Carrier' titles
	CCCP-85221	Tu-154B	AFL/Kazakhstan	trf	31jul81	I/n SXF aug92
	UN-85221	Tu-154B-1	Aeroflot	IST	19jun93	Kazakhstan flag
	UN-85221	Tu-154B-2	Aeroflot c/s, n/t	SHJ	08may94	I/n ATH 1996, with Kazakhstan flag; no titles
	UN-85221	Tu-154B-2	Kazakstan Airlines	SHJ	12nov85	
77A222	UN-85221	Tu-154B-2	Air Kazakstan	trf	26sep96	Almaty based, with 186 hours left but never reported again since 1995; broken up 1997 probably at ALA
	CCCP-85222	Tu-154B	AFL/International	mfd	jul77	toc 04aug77; f/n FRA 15aug77; rgd 19aug77; carried additional 'Official Olympic Carrier' titles, seen LIG sep79 as such
	CCCP-85222	Tu-154B	AFL/Georgia	trf	16oct79	was on the Georgian register, but probably did not wear a prefix; w/o 20jul92 on a cargo flight from Tbilisi to Mineralnyye Vody with the MTOW exceeded by at least 2 tonnes and the centre of gravity being out of the envelope (too far forward) when failed to lift on take-off, overran the runway, collided with the building of the localiser 490 metres behind the runway threshold and with the slope of a ravine 190 metres later on, broke up and exploded, all 8 crew and 16 passengers killed
	85222	Tu-154B	Tbilisi Avn Ent.	no	reports	toc 14aug77; rgd 01sep77; f/n SVO 16aug77; carried additional 'Official Olympic Carrier' titles; I/n SOF 23jun79, as such
						in full Aeroflot c/s and titles with additional 'Official Olympic Carrier' and 'Cubana' titles
77A223	CCCP-85223	Tu-154B	AFL/International	mfd	28jul77	I/n KJA 01jul92
	CCCP-85223	Tu-154B-1	Cubana	lsd	15aug79	
	CCCP-85223	Tu-154B-1	AFL/International	ret	15nov79	
	CCCP-85223	Tu-154B-1	AFL/Krasnoyarsk	trf	28nov79	
	RA-85223	Tu-154B-1	Aeroflot	ABA	13jul93	seen DME 20aug99, in Aeroflot c/s, no titles
	RA-85223	Tu-154B-1	Khakasiya	trf	25nov93	seen DME 28aug02; soc 03feb05 as life-time expired; I/n ABA 18aug07, wfu in basic ex-Aeroflot c/s with titles; broken up ABA nov10
	RA-85223	Tu-154B-1	Khakasiya	DME	10jul00	f/n LHR 20aug77; seen OTP jun95/aug00 wfu; CofA expired 31oct94; canx 13nov98 as broken up f/n LHR 04mar78
77A224	YR-TPD	Tu-154B	TAROM	rgd	13aug77	I/n OTP sep98/may99 wfu; CofA expired 31oct95; canx 16nov98 as broken up
	YR-TPE	Tu-154B	TAROM	rgd	30aug77	toc 01sep77; rgd 14sep77; f/n VKO 20sep85
	YR-TPE	Tu-154B	Guyana Airways	lsd	jan87	
77A226	YR-TPE	Tu-154B	TAROM	ret	feb87	
	CCCP-85226	Tu-154B	AFL/West Siberia	mfd	aug77	
	CCCP-85226	Tu-154B	AFL/N.Kavkaz-MRV	trf	01oct88	f/n as Tu-154B-1 RKT 15nov95
	RA-85226	Tu-154B	Aeroflot	AUH	03may94	f/n IST 22sep97; soc 16mar04 as life-time expired; canx 06may04; broken up at MRV
	RA-85226	Tu-154B-1	KavMinVody Avia	trf	15dec94	tested to destruction by the SibNIA institute; not mentioned in the Soviet register or MGA document
77A227	CCCP-85227	Tu-154B	Aeroflot	no	reports	toc 02sep77; f/n SVO 24sep77; rgd 05oct77; I/n LED 17may91
	CCCP-85228	Tu-154B	AFL/Privolzhsk-KUF	mfd	30aug77	f/n GOJ 22aug95, in Aeroflot c/s and titles; I/n GOJ 26aug97 soc 15dec98 as life-time expired; canx 30dec98; I/n GOJ 04aug01, in Aeroflot c/s, no titles; broken up
	RA-85228	Tu-154B-1	Nizhni Novgorod Al	trf	25nov93	toc 29aug77; rgd 06oct77; f/n SVO 24sep77; I/n LED 05sep92
77A229	CCCP-85229	Tu-154B	AFL/Leningrad	mfd	aug77	
	RA-85229	Tu-154B-1	Aeroflot	STN	30may93	
	RA-85229	Tu-154B-1	Pulkovo Avia	trf	22nov94	soc 22may97 as life-time expired; canx 05jun97; broken up
	CCCP-85230	Tu-154B	AFL/Moscow-VKO	mfd	31aug77	toc 10sep77; rgd 21sep77; f/n VKO 14nov77
77A230	CCCP-85230	Tu-154B	AFL/Kazakhstan	trf	04nov78	I/n ALA 22apr93
	UN-85230	Tu-154B-1	Aeroflot	SHJ	03jun93	with Kazakhstan flag
	UN-85230	Tu-154B-1	Aeroflot c/s, n/t	SHJ	08may94	with Kazakhstan flag
	UN-85230	Tu-154B-1	Kazakstan Airlines	ALA	04jun97	was trf 26sep96 to Air Kazakstan, Almaty based, but never had such titles; I/n ALA 14may98; not in 2001 fleet list and broken up probably at ALA
						f/n MRV 28sep77; toc 29sep77; rgd 14oct77; the first Tu-154 based at MRV
77A231	CCCP-85231	Tu-154B-1	AFL/N.Kavkaz-MRV	mfd	sep77	I/n DME 20mar93
	CCCP-85231	Tu-154B-1	AFL/Kazakhstan-ALA	trf	22dec78	trf to Air Kazakstan 26sep96 and based at Almaty, but never had such titles; used as a fire-trainer, seen may98/apr05; broken up
	UN-85231	Tu-154B-1	Aeroflot	ALA	23apr93	toc 27sep77; rgd 18oct77; f/n KBP 06may78; I/n VKO 08jul92
	UN-85231	Tu-154B-1	Aeroflot c/s, n/t	ALA	04jun97	I/n IST 22mar96, titles painted out
77A232	CCCP-85232	Tu-154B-1	AFL/Ukraine-KBP	mfd	sep77	I/n ODS 09may98; seen ODS may02/oct04 wfu; canx according jan02 fleet list; broken up at ODS apr05
	UR-85232	Tu-154B-1	Avialini. Ukrayiny	DXB	04may93	toc 26sep77; rgd 09nov77; f/n VKO 20sep85; seen wfu (without engines) at KUF 25apr93, still and in full Aeroflot colours; canx 21jan94; soc 15feb94 as trf to Samara according to the MGA document; broken up, only the tail remained by 19may96
	UR-85232	Tu-154B-1	Odessa Airlines	IST	13jan97	toc 30sep77; rgd 19oct77; f/n VNO 14nov77; I/n HAM 03jun84
77A233	CCCP-85233	Tu-154B-1	AFL/Privolzhsk-KUF	mfd	sep77	opb Aerovolga by jun92; destroyed 19jun92 (local time, according to Moscow time still 18jun92) while being parked at Bratsk next to Tu-154B-1 CCCP-85282, while CCCP-85282 was refuelled the fuel truck caught fire due to operator error (the operator was intoxicated), the fuel truck exploded (killing the driver who had tried to remove it from the aircraft) and the fire spread to Tu-154B-1s CCCP-85282 and CCCP-85234 which both burnt out; t/t 31,565 hours and 13,180 cycles; canx 30apr93; soc 15feb94
						toc 11oct77; rgd 24oct77; f/n DME 13nov77; I/n DME 12apr91
77A234	CCCP-85234	Tu-154B-1	AFL/Moscow-VKO	mfd	11sep77	f/n DME 02jul95, in Aeroflot c/s and titles; not in 1999 fleet list; rgd 28jan00 to ATts Barnaul; I/n BAX 24jul00
	CCCP-85234	Tu-154B-1	AFL/Privolzhsk-KUF	trf	21nov86	seen in VARZ-400 jun02/jul04 in Aeroflot c/s, no titles; broken up at VKO; t/t 39,243 hours and 13,535 cycles
						toc 11oct77; rgd 16nov77; f/n LGW 21jan78; I/n LED 05sep92
77A235	CCCP-85235	Tu-154B-1	AFL/West Sib.-OVB	mfd	18sep77	soc mar96 as life-time expired; canx 10jul96; broken up
	RA-85235	Tu-154B-1	Sibir	trf	04apr94	toc 26oct77; rgd 28nov77; f/n VKO 11aug80
						I/n DME 16aug92
77A236	CCCP-85236	Tu-154B-1	AFL/Leningrad	mfd	sep77	seen MRV 15may96/dec99, in Aeroflot c/s and titles, stored
	RA-85236	Tu-154B-1	Aeroflot	AMS	13jun93	I/n ODS 29jul00; wfu at OVB, soc 20jan06 as life-time expired; I/n apr/jul06; broken up at OVB
	RA-85236	Tu-154B-1	Pulkovo Avia	trf	22nov94	toc 31oct77; rgd 30nov77; f/n LHR 17feb78; I/n BTK 01jul92
77A237	CCCP-85237	Tu-154B-1	AFL/North Kavkaz	mfd	sep77	I/n LED 09jun94
	CCCP-85237	Tu-154B-1	AFL/West Siberia	trf	24nov88	soc 18jan96 as life-time expired; canx 02feb96; broken up
	RA-85237	Tu-154B-1	Aeroflot	DME	15may93	seen LHR 14oct78; white with titles and logo in red; I/n OTP sep98/jul00, wfu; CofA expired 25jun95; canx 16nov98 as broken up
	RA-85237	Tu-154B-1	Aerokuznetsk	trf	31mar94	toc 11nov77; rgd 02dec77; f/n VKO early78; I/n DME 10sep92
	RA-85237	Tu-154B-1	Sibir	rgd	05jul00	with Kazakhstan flag
77A238	CCCP-85238	Tu-154B-1	AFL/Leningrad	mfd	24oct77	Almaty based; f/n DME aug96; I/n ALA 24sep99: not in 2001 fleet list, broken up at ALA
	RA-85238	Tu-154B-1	Aeroflot	LED	03jan93	
	RA-85238	Tu-154B-1	Pulkovo Avia	trf	21oct94	
77A239	YR-TPF	Tu-154B-1	TAROM	rgd	08nov77	
77A240	CCCP-85240	Tu-154B-1	AFL/Kazakhstan-ALA	mfd	31oct77	
	UN-85240	Tu-154B-1	Aeroflot	ALA	22apr93	
	UN-85240	Tu-154B-1	Aeroflot c/s, n/t	TSE	22jul94	
	UN-85240	Tu-154B-1	Kazakstan Airlines	FRA	09sep95	
	UN-85240	Tu-154B-1	Air Kazakstan	trf	26sep96	

77A241	CCCP-85241 CCCP-85241 EZ-85241	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Turkmenistan Turkmenistan Al	mfd trf DME	31oct77 20oct78 02sep93	toc 17nov77; rgd 02dec77; f/n VKO early 1978 l/n DME 22may91 seen ASB may96/may09, wfu; not in fleet list feb08; offered for sale in early 2008 with t/t 28,656 hours and 14,531 cycles; broken up at ASB 2012 toc 21nov77; rgd 08dec77; f/n SXF 18feb78; l/n LED 16may91
77A242	CCCP-85242 RA-85242 RA-85242	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Leningrad Aeroflot Pulkovo Avia	mfd AMS trf	04nov77 09may93 24feb95	l/n LED jul98/dec98, in Aeroflot c/s and titles, wfu; canx 28jan99; soc 05feb99 as life-time expired; broken up toc 09dec77; rgd 22dec77; f/n VKO early 1978 opb 384 LO; w/o 11oct84 on the leg from Krasnodar to Omsk of a flight from Krasnodar to Novosibirsk when collided during the landing run at Omsk-Tsentralny at night with two snow trucks and a jeep (which were equipped neither with flash lights nor with radio receivers), broke up and exploded, 5 of the 9 crew, 169 out of 170 passengers and 4 all persons in the vehicles killed plus 1 crew and 1 passenger injured; soc 31oct84 rgd 19dec77; on charge as of 01jan78; f/n SXF 08apr78; seen KBP 22sep94/19mar97, derelict; broken up on charge as of 01jan78; rgd 02jan78; f/n TAS 29oct79; l/n TAS 15apr92 l/n TAS 05oct97, wfu; broken up 2001 toc 16dec77; rgd 11jan78; f/n DME 23nov82 l/n operational ASB 18may96; see ASB apr02/may09, wfu; offered for sale in early 2008 with t/t 29,307 hours and 14,853 cycles; broken up at ASB 2012 toc 21dec77; rgd 10jan78; f/n DME early 1978; l/n DME 01sep93 Tajik Air was renamed Tajikistan Airlines in full c/s with Tajikistan titles; l/n ALA 24oct97; still in fleet list 07nov03; not in fleet list 01nov04; seen DYU 01sep07, wfu; broken up by 2009 on charge as of 01jan78; rgd 12jan78; f/n SVO apr79; one of the few aircraft in the experimental livery with blue/white/blue fin; still 'CCCP-' 22sep93 canx but date unknown; l/n TAS 05oct97, wfu; broken up 2001 on charge as of 01jan78; rgd 12jan78; f/n VKO 29apr84
77A243	CCCP-85243 CCCP-85243	Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/West Sib.-OVb	mfd trf	nov77 02dec78	canx but date unknown; l/n TAS 05oct97, awaiting scrapping; broken up by ATB at Tashkent 2000/01 toc 28dec77; rgd 11jan78; f/n VKO 20sep85 l/n ASB 18may96 l/n RMI 16sep97; operated by Imair, returned not in fleet list nov99/feb08; seen ASB 26feb06/oct09, wfu; for sale early 2008, t/t 30,838 hours and 15,493 cycles; broken up at ASB 2012 toc 29dec77; rgd 12jan78; f/n TAS oct85; still CCCP- 02sep93; MGA document gives as trf 01jul93 to Baikalavia, but see next line; to Tajik Air in 1993 which was renamed Tajikistan Airlines in full c/s with Tajikistan titles; l/n SHJ 02dec98; still in fleet list 07nov03; not in fleet list 01nov04; seen wfu DYU 24mar06/01sep07; broken up by 2009 toc 04jan78; rgd 16jan78; f/n SVO 01sep81 l/n FRU 11may98; seen again FRU jul02/nov04, dumped; in fleet list 31dec03 as stored; broken up 2005 toc 30jan78; rgd 02mar78; f/n VKO 28apr78
77A244	CCCP-85244	Tu-154B-1	AFL/Ukraine-KBP	mfd	nov77	f/n DXB 20feb95, in Aeroflot c/s; l/n GOJ 26aug97; soc 04jul01 aas life-time expired; canx 12sep02; broken up in early mar03 toc 01feb78; rgd 21feb78; opb 369 LO; dbr 18jan88 on the leg from DME to Krasnodar of a flight from DME to Ashkhabat when descended too fast on finals to Krasnodar at night and touched down with 4.8 g so that the tail broke off, both parts of the aircraft slid off the runway, 6 of the 9 crew injured and 11 of the 137 passengers killed plus 10 injured; t/t 15,859 hours and 8,082 cycles; soc 31mar88 toc 17may79; rgd 28may79; opb 235 OAO f/n AER aug83
77A245	CCCP-85245	Tu-154B-1	AFL/Uzbekistan-TAS	mfd	nov77	l/n TJM 15may95, in Aeroflot c/s and titles l/n VKO 22aug03 f/n VKO 27jun04; seen derelict in VARZ-400 jun05/aug08, no outer wings, titles on left side only; used in fire brigade's exercise at VKO 10sep08; broken up at VKO by 16mar09 toc 14feb78; rgd 02mar78; f/n PRG 31aug78; l/n DME 12apr91 l/n DME 13mar96, in Aeroflot c/s and titles; soc and canx 17jul98 as life-time expired; broken up dec98, but location unknown toc 10feb78 according to MGA document; rgd 28feb78 to Kazakhstan directorate according to the Soviet register; f/n DME early 1978; l/n DME 16aug92 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; not in fleet list 31dec03; l/n FRU sep04/nov04; broken up at FRU d/d 24feb78; t/t 21,961 hours, 11,836 cycles at 01aug92; wfu SOF oct97; l/n SOF 04dec98; not in fleet list 31dec99; broken up may00 toc 03mar78; rgd 21mar78; f/n SVO apr79; l/n SHJ 23jan94 stored FRU since at least dec03 as per fleet list, l/n sep04/nov04; broken up at FRU 2005 toc 07mar78; rgd 04apr78; f/n HEL 02sep78 still CCCP- 09jul93
77A246	CCCP-85246 CCCP-85246 EZ-85246	Tu-154B-1 Tu-154B-1 Tu-154B-1	Uzbekistan Airways AFL/Turkmenistan Turkmenistan Al	TAS mfd DME	08may95 30nov77 20may93	seen MSQ 02sep97/24sep99, engineless, wfu; broken up toc 06mar78; f/n ZRH 12mar78; rgd 05apr78; l/n IKT 06jul92 seen aug94/jun98 in full Aeroflot c/s with additional 'Sibir' titles; soc and canx 28sep98 as life-time expired; preserved as an internet cafe at Kogalym (N62.256565 E74.479436) since 1999, seen with 'Lukoil-Zapadnaya Sibir' (Western Siberia) titles and 'Lukoil' badge jan05; l/n mar14/23may15; seen in basic Lukoil c/s without registration 19jul15; l/n 01jul19 rgd 01apr78; f/n LHR 15apr78; f/n as Tu-154B-2 SXF jun90; CoFA expired 30sep97; l/n OTP sep98/may99, wfu; canx 17jun99 l/n ALA 24sep99; blue tail with emblem and large titles; see c/n 93A959 l/n SHJ 03jan01, blue tail with emblem, no titles; c/n checked in Air Scorpio c/s, no titles; leased 21may01/20oct01 from Yuzhnaya; probably broken up on charge as of 01apr78; rgd 06may78; f/n DME 11mar79 f/n GOJ 22aug95 as Tu-154B-2 f/n SHJ 07oct99, in Aeroflot c/s, no titles; l/n SHJ 21nov99; wfu in 2000 with 16,000 cycles; soc 10mar03 as life-time expired; l/n GOJ 16jan04, awaiting scrapping; canx 19may04; broken up at GOJ toc 30mar78; rgd 17apr78; f/n VKO early 1978 f/n as Tu-154B-2 KUF 05jan87
77A247	CCCP-85247 EY-85247 EY-85247	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Tajikistan-DYU Tajik Air Tajikistan Al	mfd LED SHJ	nov77 27oct94 13mar96	f/n SHJ 10feb96; soc 11nov00 as lif-time expired and canx same day; l/n KUF 28jun02; reportedly scrapped jan08 toc 31mar78; rgd 13apr78; f/n VKO early 1978 l/n DME 23feb92 on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles; seen UFA 12jun94 as Tu-154B-2; f/n DME 27aug95 in full c/s; soc and canx 21sep98 as life-time expired; broken up at UFA dec98 toc 31mar78; rgd 19apr78; f/n DME 24mar86 f/n KHV 02jun93, in Aeroflot c/s and titles; l/n KHV 12may95, engineless l/n LED 06aug00; soc 17jul01 as life-time expired; canx 26jul01; broken up at KHV toc 07apr78; rgd 06may78; f/n LED 05apr86; l/n DME 22may91
77A248	CCCP-85248	Tu-154B-1	AFL/Uzbekistan-TAS	mfd	dec77	f/n KUF 19may96, basic AFL c/s with titles and simple logo, old cheatline later removed; l/n DME 30sep05; broken up at KUF 2007 toc 07apr78; rgd 11may78; f/n DME 20sep85 dbr 20oct90 on the leg from Kutaisi to Kiev of a flight from Kutaisi to Leningrad with the centre of gravity being out of the envelope (too far forward) when failed to rotate on take-off, the crew aborted the take-off above V1, the aircraft overran the runway by 781 metres and suffered substantial damage, 2 of the 7 crew injured while all 164 passengers escaped unhurt; t/t 23,472 hours and 10,227 cycles f/n KBP 13may78; rgd 17may78; on charge as of 01jul78; seen KBP jun93/mar97, derelict probably due to landing mishap 05sep92 after left main gear failed to extend on landing Kiev opb Bulgarian Government; 'TJ' reportedly stood for 'Todor Jivkov' (French transcription of Zhivkov), the long-time Bulgarian leader; photo PRG aug83 in slightly modified Balkan c/s; last flight of for Air Detachment 28 was on 25dec88 from Sofia to Graf Ignatievo air base. It was listed as a technical flight, no records of any flights for Air Detachment 28 in 1989 as it was replaced by LZ-BTZ l/n VKO 11apr91 l/n DUS 24apr93 in all-white c/s with 'Balkan' and small additional 'Bulgarian Airlines' titles on fuselage over wings; l/n as such DUS 15jun99; seen BUD 01aug99 with just small 'Bulgarian Airlines' titles on fuselage over wings, reportedly operating for Hemus Air; l/n active DRS 11sep99; last flight 16sep99 (SOF-VAR); stored at VAR, seen jun02/feb09; trucked away from Varna airport 03sep09; assembled again by a shipyard at Varna and painted with a lot of advertising; submerged as an artificial reef in the Black Sea about 700 metres off Sveti Konstantin and Elena 25may11, in some 22 metres of water toc 28apr78; rgd 02jun78; f/n ALA 22apr84; l/n DME 15may93
77A249	UK-85248 CCCP-85249 85249 UK-85249	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	Uzbekistan Airways AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways	TAS mfd TAS TAS	08may95 06dec77 07apr93 08may95	
77A250	CCCP-85250 CCCP-85250 85250 EZ-85250 4K-85250 EZ-85250	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Turkmenistan Turkmenistan Al Turkmenistan Al Turkmenistan Al Aeroflot c/s, n/t Turkmenistan Al	mfd DME EVN DME DME	22dec77 20mar93 mar93 30aug93 25aug97	
77A251	CCCP-85251 EY-85251	Tu-154B-1 Tu-154B-1	AFL/Tajikistan-DYU Tajikistan Al	mfd DME	dec77 02jul95	
77A252	CCCP-85252 EX-85252	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd ADB	dec77 10sep94	
78A253	CCCP-85253 CCCP-85253 RA-85253	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-ROV AFL/Privolzhsk Nizhni Novgorod Al	mfd trf trf	24jan78 17nov78 25nov93	
78A254	CCCP-85254	Tu-154B-1	AFL/Turkmenis.-ASB	mfd	24jan78	
78A255	CCCP-85255 CCCP-85255 RA-85255 RA-85255 RA-85255 RA-85255	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	Soviet Gvt/AFL c/s AFL/Tyumen Aeroflot Tyumen Airlines Tyumen Airlines CNG Transavia, n/t	mfd trf DME trf DME rgd	21aug78 20may83 23apr93 31aug94 02jul95 26jun03	
78A256	CCCP-85256 RA-85256	Tu-154B-1 Tu-154B-1	AFL/West Sib.-OVb Aerokuznetsk	mfd trf	jan78 31mar94	
78A257	CCCP-85257 EX-85257	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan Kyrgyzstan Al	mfd ADB	31jan78 10sep94	
78A258	LZ-BTO	Tu-154B-1	Balkan	mfd	28jan78	
78A259	CCCP-85259 EX-85259	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd DME	21feb78 16may95	
78A260	CCCP-85260 CCCP-85260 CCCP-85260 EW-85260 EW-85260	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Leningrad AFL/Belarus Aeroflot MSQ MSQ	mfd trf trf MSQ MSQ	21feb78 29jun86 08sep93 09sep94 19feb78	
78A261	CCCP-85261 RA-85261 RA-85261	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/West Sib.-OVb Aeroflot Sibir	mfd DME trf	19feb78 20mar93 29dec94	
78A262	YR-TPG UN-85777(2) UN-85777(2) UN-85777(2) CCCP-85263 RA-85263 RA-85263	Tu-154B-1 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-1 Tu-154B-1 Tu-154B-2	TAROM Yuzhnaya Air Scorpio East Line AFL/Privolzhsk Aeroflot Nizhni Novgorod Al	mfd ALA ALA DME mfd FRA trf	28feb78 28jun99 oct99 01jun01 mar78 15jan93 25nov93	
78A264	CCCP-85264 CCCP-85264 RA-85264 RA-85264	Tu-154B-1 Tu-154B-1 Tu-154B-2 Tu-154B-2	AFL/North Kavkaz AFL/Privolzhsk Aeroflot Samara	mfd trf KUF trf	22mar78 10dec78 25apr93 24nov94	
78A265	CCCP-85265 CCCP-85265 RA-85265	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Privolzhsk-UFA Bashkirian Al	mfd trf trf	22mar78 18oct78 unknown	
78A266	CCCP-85266 CCCP-85266 RA-85266 RA-85266	Tu-154B-1 Tu-154B-1 Tu-154B-2 Tu-154B-2	AFL/Tajikistan-DYU AFL/Far East-KHV Dalavia Dalavia	mfd trf trf KHV	mar78 05aug91 01jun93 12may99	
78A267	CCCP-85267 RA-85267 RA-85267	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Privolzhsk-KUF Aeroflot Samara	mfd KUF trf	14mar78 25apr93 24nov94	
78A268	CCCP-85268 CCCP-85268	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU AFL/Georgia-TBS	mfd trf	31mar78 06apr90	
78A269	CCCP-85269	Tu-154B-1	AFL/Ukraine-KBP	mfd	21apr78	
78A270	LZ-BTJ LZ-BTJ LZ-BTJ	Tu-154B-1 Tu-154B-1 Tu-154B-1	Balkan c/s Balkan Palair Macedonian Balkan	SOF trf ZRH LGW	10sep78 may89 12may91 jul93	
78A271	CCCP-85271	Tu-154B-1	AFL/Kazakhstan-ALA	mfd	apr78	

	UN-85271 UN-85271	Tu-154B-1 Tu-154B-1	Aeroflot c/s, n/t Kazakstan Airlines	DME HAJ	30aug93 oct95	with Kazakhstan flag was trf 26sep96 to Air Kazakstan, Almaty based, but never had such titles; l/n ALA 24sep99 wfu; broken up at ALA
78A272	CCCP-85272 UK-85272	Tu-154B-1 Tu-154B-1	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd DME	21apr78 16jun94	toc 28apr78; rgd 22may78; f/n TAS 15mar79; l/n TAS 15apr92 wfu 21oct90; l/n TAS 31jul99; broken up at TAS
78A273	CCCP-85273 CCCP-85273 RA-85273 RA-85273 RA-85273 RA-85273	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-ROV AFL/West Siberia Aeroflot Omskavia Chernomor Soyuz Sibaviatrans Norilsk Avia	mfd trf BAK trf VKO VKO rgd	14apr78 20dec78 07dec92 05jun94 08aug98 06aug99 13oct99	f/n DME 31mar86; l/n DME 16aug92 f/n VKO 24aug97 not in 1999 fleet list l/n VKO 22aug99; not in 2000 fleet list soc 10nov04 as life-time expired; l/n MRV 27aug05 in ARZ, no titles, aircraft partially scrubbed to bare metal; broken up by 11jun06 rgd 25may78; on charge as of 01jul78; f/n HEL 26jul78
78A274	CCCP-85274 CCCP-85274 85274	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Leningrad AFL/Armenia Aeroflot	mfd trf BAK	28apr78 19jun84 07dec92	with Azeri flag l/n BAK 14apr01, wfu; not in 1998 fleet list, broken up at BAK
78A275	4K-85274 CCCP-85275 CCCP-85275 RA-85275	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	Azerbaijan AI Soviet Gvt/AFL c/s AFL/Privolzhsk Bashkirian AI	DME mfd trf trf	30aug93 28apr78 unknown unknown	toc 06jun78; rgd 14jun78; opb 235 OAO on charge as of 01oct79; f/n SVO 12apr80; l/n DME 12apr91 on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles; seen FJR 16apr95 in full c/s; l/n UFA 18aug99, derelict; soc 29aug01 as life-time expired; broken up by nov01; canx 04jan02 toc 30may78; rgd 28jun78; f/n DME apr82; l/n ALA 22apr93
78A276	CCCP-85276 UN-85276 UN-85276	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Kazakhstan-ALA Kazakstan Airlines Air Kazakstan	mfd ALA trf	24may78 jun95 26sep96	Almaty based; f/n HAJ 22mar97; l/n ALA 24sep99: not in 2001 fleet list, broken up
78A277	YR-TPH	Tu-154B-1	TAROM	rgd	06jun78	f/n LHR 10jun78; canx 06feb81; crashed into sea on approach to Nouadhibou 07aug80
78A278	LZ-BTP	Tu-154B-1	Balkan	d/d	26may78	wfu SOF may99; l/n SOF jun99 as such; scrapped may00
78A279	CCCP-85279	Tu-154B-1	AFL/International	mfd	may78	toc 08jun78; f/n SXF 19jun78; rgd 30jun78; carried additional 'Official Olympic Carrier' titles, seen FRA aug78, as such; l/n LGW 03jul83
	CCCP-85279 EK-85279 EK-85279 EK-85279 CCCP-85280 CCCP-85280 RA-85280 RA-85280 RA-85280	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-2 Tu-154B-2	AFL/Armenia-EVN Aeroflot c/s, n/t Golis Airlines Aeroflot c/s, n/t AFL/International AFL/East Siberia Aeroflot Chita Avia Sayany	trf SHJ SHJ EIN mfd trf DME trf SVO	30dec83 20jan94 17feb99 26may99 03jun78 28nov79 07jul93 09feb95 16jun99	l/n DXB 18nov97; reported for Armenian Airlines l/n SHJ 05apr99, small sticker only opf Armenian Airlines; seen stored EVN oct01/may04; broken up at EVN toc 23jun78; f/n ZRH 16jul78; rgd 17jul78; l/n AMS 28jul79 l/n VKO 19may91 opb Chita Avia f/n DME 06jul98 leased from Chita Avia; in basic Aeroflot c/s with own titles and logo; l/n operational TFS 24dec99; new CoFR issued 12jan01, again to Chita Avia; the operator's certificate of Sayany was revoked 13mar01; CoFA expired 03jun01; t/t 34,830 hours and 13,067 cycles; sold to Aleksandr-Avia before aug10; sat wfu at HTA for many years; towed (with disassembled wings) from Chita-Kadala to the Romanovski trakt at Chita 14/21oct19; l/n in these colours feb20 and repainted in Aeroflot colours without titles by jul20 in original Aeroflot colours with Soviet flag; displayed on the premises of the children's health centre "Raduga" at Romanovski trakt 46 at Chita, the cockpit was equipped as a make-shift flight simulator, seen sep20/jul24
	RA-85280	Tu-154B-2	Aeroflot	ph.	07sep20	toc 29jun78; f/n FRA 02jul78; rgd 17jul78; carried additional 'Official Olympic Carrier' titles; l/n FRA 14aug78, as such
78A281	CCCP-85281	Tu-154B-1	AFL/International	mfd	22jun78	w/o 17dec97 when crashed shortly before landing at SHJ; wreck l/n on the airfield feb99
	CCCP-85281 EY-85281 CCCP-85282 CCCP-85282	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Tajikistan Tajik Air Soviet Gvt/AFL c/s AFL/Urals-SVX	trf DME mfd trf	24dec79 06sep93 23jun78 23apr81	toc 06jul78; rgd 17jul78; opb 235 OAO; f/n LHR 18sep79; l/n GVA 22jul80 destroyed 19jun92 (local time, according to Moscow time still 18jun92) on a stop-over at Bratsk during a flight from Yekaterinburg to Vladivostok, while the aircraft was refuelled the fuel truck caught fire due to operator error (the operator was intoxicated), the fuel truck exploded (killing the driver who had tried to remove it from the aircraft) and the fire spread to Tu-154B-1s CCCP-85282 and CCCP-85234 which both burnt out; soc 03dec92 as life-time expired toc 15jul78; rgd 25jul78; opb 235 OAO f/n DME 20sep85 on charge as of 01jul92; seen UFA 11jul93 in Aeroflot c/s and titles f/n IST 05jun97 as Tu-154B-2; l/n UFA 13aug99, wfu but still in fleet list 31dec00; soc 10aug01 as life-time expired; broken up at UFA 2003 toc 11jul78; rgd 21jul78; opb 235 OAO; l/n VKO 11aug80 l/n DME 22may91
78A283	CCCP-85283 CCCP-85283 RA-85283 RA-85283	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	Soviet Gvt/AFL c/s AFL/Privolzhsk Bashkirian AI Bashkirian AI	mfd trf trf IST	30jun78 09apr81 unknown 31aug95	l/n SHJ 16mar98 f/n PEE 15jan98; l/n operational DME 21sep03; seen PEE (N57.922161 E56.024872) jun06/sep10, wfu, without engines; l/n aug14, missing the front part of the nose and middle fuselage, with the Tail chopped off toc 28jul78; f/n FRA 29jul78; rgd 22sep78; carried additional 'Official Olympic Carrier' titles, seen FRA feb79 and LHR apr79 as such
78A284	CCCP-85284 CCCP-85284 RA-85284 RA-85284 RA-85284	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	Soviet Gvt/AFL c/s AFL/Urals Aeroflot Aeroflot c/s, n/t Permskiye Avialin.	mfd trf trf DME PEE trf	04jul78 19mar81 04may94 23aug95 16feb95	last overhaul completed 08jun90; l/n VKO dec90 l/n FRA 02jan93, with Air Moldova titles and white tail, photo proof already f/n VKO 02sep93 !; l/n VKO 30aug95 l/n VKO 03sep97; wfu, for sale; canx 16nov98 sold by United Styles Corp. on behalf of Aviazapchast' at Chisinau with t/t 26,794 hours for \$ 135,000; seen KIV jul03/mar05, stored, without titles; broken up 05jul06 toc 30jul78; rgd 22sep78; carried additional 'Official Olympic Carrier' titles; overran runway ARN on aborted take-off 14nov78 l/n TAS 15apr92 seen stored this day; in fleet list 30oct00 as under repair and jan03 as repaired; not in fleet list 14dec07; broken up toc 04aug78; f/n ARN 08aug78; rgd 22sep78; carried additional 'Official Olympic Carrier' titles, seen as such LHR mar80 f/n PRG 06oct88
78A285	CCCP-85285 CCCP-85285 CCCP-85285 ER-85285 ER-85285 RA-85285	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/International AFL/East Sib.-IKT AFL/Moldova Air Moldova GACO Donavia	mfd trf trf trf WAW ROV	24jul78 28dec79 10aug89 14aug92 29mar94 jan97 22jul00	l/n GOI 22aug95, in Aeroflot c/s and titles l/n DXB 27mar99
78A286	CCCP-85286 CCCP-85286 UK-85286	Tu-154B-1 Tu-154B-1 Tu-154B-2	AFL/International AFL/Uzbekistan Uzbekistan Airways	mfd trf MRV	25jul78 24dec79 15may96	leased from ARZ-411; l/n IST 26sep02 leased from ARZ-411 l/n operational SHJ 03may07; reportedly wfu in spring 2007 l/n PEE nov10, wfu, without engines and cut in two by 23apr13; the forward fuselage and the nose moved to the scrapyard (N57.957346 E56.124947), visible on GE images from may14; photo 02jul23 toc 04aug78; f/n SXF 12aug78; rgd 18aug78
78A287	CCCP-85287 CCCP-85287 RA-85287 RA-85287 RA-85287 RA-85287 RA-85287 RA-85287 RA-85287 RA-85287	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk-GOI Aeroflot Nizhni Novgorod AI Aeroflot c/s, n/t ARZ 411 KavMinVody Avia Permskiye Avialin. Permskiye Avialin.	trf LED trf DXB rgd IST PEE rgd	27may88 20jun93 25nov93 28nov98 15may01 13feb02 jun03 29sep04	l/n GOI 22aug95, in Aeroflot c/s and titles l/n DXB 27mar99
78A288	CCCP-85288 CCCP-85288 UR-85288 UR-85288	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Ukraine-KBP AFL/Ukraine-ODS Avialini. Ukrayiny Avial. Ukr c/s n/t	mfd trf VKO HEL	31jul78 1981 28aug93 05aug96	l/n ODS 01may99; not in 2000/2001 Odessa Airlines fleet list; broken up at ODS early 2000
78A289	CCCP-85289 CCCP-85289 RA-85289 RA-85289 RA-85289 RA-85289	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/West Sib.-OVVB Aeroflot Aerokuznetsk Aerokuznetsk	mfd trf trf DME DME	aug78 29nov78 12apr93 31mar94 18aug97	toc 18aug78; rgd 20sep78 f/n DME 04aug90 l/n DME 23apr97, in Aeroflot c/s and titles l/n DME 27nov97; soc 18aug99 as further use economically not viable; canx 27oct99; broken up
78A290	CCCP-85290 CCCP-85290	Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Kazakhstan	mfd trf	aug78 22nov78	toc 31aug78; rgd 20sep78; f/n DME 11mar79 not canx from Soviet register; reportedly broken on 1993 location unknown but probably at Karaganda
78A291	CCCP-85291 CCCP-85291 RA-85291 RA-85291 RA-85291 RA-85291 RA-85291 RA-85291 RA-85291	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/West Sib.-OVVB Aeroflot Omskavia no titles East Line Chernomor Avia Karat Aeroflot-Nord	mfd DME trf VKO SHJ SHJ VKO SVO	20aug78 20mar93 30mar94 01jul98 15sep99 01nov00 15may05 09jul06	toc 29aug78; rgd 28sep78; f/n ALA oct85; l/n YKS 03jul92 f/n FJR 22feb95; seen DME 23apr97 as Tu-154B-2 in basic Omskavia c/s; l/n VKO 06aug99; reportedly sold to Chernomor-Soyuz l/n SHJ 08feb04 l/n with titles VKO 24jun05; titles removed by jun06; l/n SVO 06jul06 in white/grey c/s, carried 'Aeroflot-Nord' titles plus 'Karat' logo until aug06; seen without 'Karat' logo SVO 03sep06; canx and offered for sale in 2007; sat wfu at MRV, with titles only on left-hand side, some parts missing, l/n feb09; scrapped at MRV starting around 19mar10, only nose and tail remained by 22mar10 toc 31aug78; rgd 28sep78; f/n DME 25sep86; l/n VVO 27mar92
78A292	CCCP-85292 RA-85292 RA-85292	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/West Sib.-OVVB Aeroflot Sibir	mfd DME trf	aug78 02sep93 29dec94	f/n VKO 15may95; l/n LED 12jul00; canx 10oct00; soc 12oct00 as life-time expired; reportedly broken up at OVB may07 toc 07sep78; rgd 28sep78 f/n LED 24oct81 l/n LED 06sep92
78A293	CCCP-85293 CCCP-85293 CCCP-85293 RA-85293 RA-85293	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-ROV AFL/Azerbaijan AFL/Leningrad Aeroflot Pulkovo Avia	mfd trf trf trf AMS trf	31aug78 01dec78 18jun84 04apr93 01may95	f/n BLQ 23jun96 as Tu-154B-2; l/n LED 2.may99; soc 06sep99 as life-time expired; canx 03apr00; broken up at LED apr00 toc 07sep78; rgd 29sep78; f/n LED 24oct81
78A294	CCCP-85294 CCCP-85294	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU Kyrgyzstan AI	mfd FRU	01sep78 jul93	toc 07sep78; rgd 29sep78; f/n LED 24oct81

	85294 EX-85294	Tu-154B-1 Tu-154B-1	Kyrgyzstan AI Kyrgyzstan AI	SHJ FRU	04nov93 09may95	with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n SHJ 09nov93 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; stored FRU since at least dec03 as per fleet list, l/n sep04/nov04; broken up at FRU jan05 toc 21sep78; rgd 13oct78 f/n VKO 31aug81
78A295	CCCP-85295 CCCP-85295 RA-85295 RA-85295	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/North Kavkaz Aeroflot Donavia	mfd trf VKO trf	sep78 17apr87 15may93 25nov93	f/n ROV 14may96; l/n ROV 30aug00; soc 18may01 as life-time expired; canx 31may01; remains only (broken up) seen ROV 13aug01 toc 04oct78; rgd 19oct78; opb Vnukovski OAO; f/n VKO 11aug80; l/n VKO 11sep92; opb Vnukovo Airlines nov92 opb Vnukovo Airlines; dbr 25dec93 during a hard landing at Grozny-Severny and damaged further while being removed from the runway, the fuselage broke into two parts, seen as such mar94; soc 04may94 and canx 30may94; the wreck may have been finally destroyed in an air raid by Russian AF Su-25s 24nov94 or 30nov94 toc 05oct78; rgd 19oct78; f/n VKO 11aug80; l/n VKO 13apr92; tested to destruction by the SibNIA institute at Novosibirsk; seen there 21apr93; soc as trf to SibNIA 04may94; canx 30may94 toc 02oct78; rgd 13oct78; f/n LED 11feb79; l/n LED 05sep92
78A296	CCCP-85296 RA-85296	Tu-154B-2 Tu-154B-2	AFL/Moscow Aeroflot	mfd VKO	sep78 21mar93	
78A297	CCCP-85297	Tu-154B-2	AFL/Moscow-VKO	mfd	sep78	
78A298	CCCP-85298 RA-85298 RA-85298	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad Aeroflot Pulkovo Avia	mfd LED trf	sep78 13jun93 22nov94	
78A299	CCCP-85299 RA-85299 RA-85299 RA-85299 RA-85299	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO Aeroflot Vnukovo Airlines Aeroflot c/s, n/t	mfd mfd LED trf VKO	30sep78 14jun93 30aug94 07jul00	soc 07may96 as life-time expired; canx 10jul96; broken up toc 09oct78; rgd 19oct78; f/n AER 18aug80; l/n VKO 11sep92 l/n VKO 01sep97, in Aeroflot c/s and titles seen VKO sep00/aug04, stored on belly without engines; l/n aug04, all windows and many other parts missing; broken up at VKO dec04 toc 31oct78; rgd 28nov78; photo exists, in Aeroflot c/s with blue tail, later repainted into standard c/s; f/n LED 19aug83; l/n LED 06sep92
78A300	CCCP-85300	Tu-154B-2	AFL/Leningrad	mfd	20oct78	
78A301	RA-85300 RA-85300 CCCP-85301 RA-85301 RA-85301	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Pulkovo Avia AFL/Moscow-VKO Aeroflot Vnukovo Airlines	LED trf mfd ALA trf	10sep93 22nov94 oct78 22apr93 30aug94	soc 12sep96 as life-time expired; canx 23sep96; broken up toc 01nov78; rgd 14nov78 f/n VKO 14sep86 l/n VKO 24aug97, in Aeroflot c/s and titles; soc and canx 30jul98 as life-time expired; broken up at VKO 1999 toc 01nov78; rgd 14nov78; seen VKO 02jul87 l/n SVO 09sep92
78A302	CCCP-85302 CCCP-85302 RA-85302 RA-85302	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Arkhangel.-ARH Aeroflot Arkhangelsk AI	mfd trf SVO trf	20oct78 23apr90 20apr93 22feb94	still in Aeroflot c/s with titles; l/n ARH 03may06, no engines, parts missing; broken up ARH 2006 toc 31oct78; rgd 14nov78; f/n SVO 17sep85
78A303	CCCP-85303 RA-85303 RA-85303	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd VKO trf	oct78 05jul93 15dec94	l/n MRV 15may96, engineless; soc 05oct03 as life-time expired; canx 06may04; broken up at MRV toc 17nov78; rgd 12dec78; f/n VKO 11aug80
78A304	CCCP-85304 CCCP-85304 CCCP-85304 RA-85304 RA-85304	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Latvia Vnukovo PO Aeroflot KavMinVody Avia	mfd trf trf VKO trf	oct78 10jun88 18jan89 05jul93 30aug94	featured in the Russian movie 'Kiks' shot in 1992; l/n VKO 16aug92 soc and canx 24jul96 as life-time expired; broken up at MRV toc 11nov78; rgd 05dec78; f/n VKO 14sep86; l/n VKO 11sep92
78A305	CCCP-85305 RA-85305 RA-85305	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia	mfd LED trf	31oct78 20aug93 25nov93	f/n ROV 13may96; l/n ROV 13aug01, wfu; broken up at ROV sep01 toc 01dec78; rgd 12dec78; f/n VKO 11aug80 f/n VKO sep94, in Aeroflot c/s, no titles; l/n ROV 13may96 engineless; soc 01jul97 as live-time expired; canx 15oct97; broken up at ROV toc 30nov78; rgd 12dec78; f/n VKO 11aug80
78A306	CCCP-85306 RA-85306	Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Donavia	mfd trf	01dec78 25nov93	
78A307	CCCP-85307 RA-85307 RA-85307 RA-85307 RA-85307 RA-85307 RA-85307	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot Aviaexpresscruise KavMinVody Avia Gromov Air KavMinVody Avia	mfd VKO trf VKO rgd VKO	23nov78 02sep93 15dec94 24aug97 21mar03 02apr05	l/n under rework in ARZ-411 at MRV 15may96, in bare metal l/n ATH 30sep01 in basic KavMinVody Avia c/s; f/n VKO 15may03; l/n VKO 26aug04 l/n active MRV 21aug08; wfu in autumn 2008; l/n MRV dec10, wfu; broken up at MRV before may11 toc 04dec78; rgd 26dec78; l/n KBP 27oct79; l/n LED 17apr92
78A308	CCCP-85308 RA-85308 RA-85308	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia	mfd VKO trf	15nov78 02sep93 25nov94	l/n ROV 13may96, in Aeroflot c/s, no titles; soc 06aug98 as life-time expired; canx 17aug98; broken up probably at ROV toc 05dec78; rgd 26dec78 f/n Gross Dölln (Templin) 25oct79; l/n Gross Dölln (Templin) 18jan92
78A309	CCCP-85309 CCCP-85309 RA-85309 RA-85309 RA-85309	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-ROV Aeroflot Donavia Donavia	mfd trf LED trf ROV	dec78 1978 17jun93 25nov93 13may96	l/n ROV 14jul94, in Aeroflot c/s and titles soc and canx 18may01 as life-time expired; l/n ROV 13aug01, wfu; broken up at ROV aug09 toc 09apr79; rgd 19apr79; f/n DME 21apr84 given as Arkhangelsk in the MGA document, in error ? f/n SVX 23aug95, in Aeroflot c/s and titles, engineless; soc and canx 19feb99 as life-time expired; broken up at SVX 2000
78A310	CCCP-85310 CCCP-85310 RA-85310	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU AFL/Urals Ural Airlines	mfd trf trf	nov78 01may90 25jul94	on charge as of 01jan79; rgd 02jan79; opb 219 LO; f/n TAS 16mar79; w/o 10jul85 on the leg from Karshi to Ufa at night of a flight from Karshi to Leningrad, the aircraft climbed at low speed in warmer than normal air and reached an altitude of 11,600 metres at just 400 km/h, power was not sufficient to accelerate at that altitude, the aircraft lost speed due to uncoordinated action of the crew, stalled at 290 km/h, entered a flat spin and crashed in the desert 68 km north-east of Uchkuduk (at N42°24' E64°17'), all 9 crew and 191 passengers killed, which was the heaviest death-toll in Soviet aviation history at the time; t/t 12,443 hours and 5,660 cycles; soc and canx 24sep85 toc 22dec78; rgd 08jan79; f/n SVO 21sep85 l/n DME 20mar93 l/n TJM 15may95 leased from Permskiye Avialinii; l/n PEE feb98 reportedly opb Vnukovo Airlines; l/n VKO 11sep00 still in white/purple/red c/s; l/n IST 13feb02 still in white/purple/red c/s; l/n 21oct03, titles not noted since sep03 still in white/purple/red c/s; named 'San Sanych'; l/n VKO 02sep04 still in white/purple/red c/s; named 'San Sanych'; l/n active SAW 01nov06; used as a ground trainer by the fire brigade at Machachkala, came to rest on its tail due to a mistake and was seen again MCX 26jun13 stored; no longer visible on GE by nov14; broken up toc 23dec78; rgd 08jan79; f/n SVO 23jun79
78A311	CCCP-85311	Tu-154B-2	AFL/Uzbekistan-TAS	mfd	30nov78	
78A312	CCCP-85312 CCCP-85312 RA-85312 RA-85312 RA-85312 RA-85312 RA-85312 RA-85312 RA-85312 RA-85312 RA-85312	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tajikistan-DYU AFL/Tyumen Aeroflot SP Air white/purple, n/t Avial Aeroflight Regul Kraft, n/t Atlant-Soyuz Gromov Air, n/t	mfd trf DME BOJ VKO DME DME rgd VKO SHJ	14dec78 28nov87 15may93 aug96 20may00 15jan02 mar02 02dec03 19aug04 28nov04	
78A313	CCCP-85313 CCCP-85313 85313 EX-85313	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU Kyrgyzstan AI Kyrgyzstan AI China Glory	mfd FRU SHJ FJR	dec78 jul93 22dec93 10apr95	l/n DME 06may94 and RKT 25jan96; l/n FRU 11may98; seen FRU jul02/nov04, dumped; in fleet list 31dec03 as stored; broken up 2005 toc 11jan79; rgd 25jan79; f/n SVO apr79
78A314	CCCP-85314 CCCP-85314 RA-85314 RA-85314	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/West Siberia AFL/Tyumen Aeroflot Tyumen Airlines	mfd trf DME trf	dec78 11jul91 07jul93 31aug94	l/n TJM 15may95, in Aeroflot c/s and titles; canx 25jun97; soc 03jul97 as life-time expired; broken up probably at TJM Ulyanovsk Advanced Flying Training College; toc 30dec78; rgd 11jan79; photo aug85 in Flight International
78A315	CCCP-85315 CCCP-85315 RA-85315 RA-85315	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Mineralnye Vody PO AFL/Ulyanovsk HFS Aeroflot Ulyanovsk HFS	trf trf trf trf	22mar89 unknown 10sep93 18apr95	on charge as of 01jul89; f/n ANC 25may90; l/n ULV 09sep92 seen ULV 26jun02, in Aeroflot c/s and titles; l/n ULV jun05/26jul19 engineless (N54.268705 E48.234005) toc 05jan79; rgd 19jan79; f/n SXF 31mar79 f/n VKO 29jul93; l/n FJR 22feb95
78A316	CCCP-85316 UR-85316 UR-85316	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny Lugansk Airlines	mfd rgd VSG	dec78 21jan93 27apr99	no titles; canx 17mar00; broken up 2007 probably at Lugansk converted to the Tu-154M prototype; not mentioned in the Soviet register or the MGA document in Aeroflot c/s; underwent joint state trials 01jun81 to 14aug81 (Tupolev OKB, GosNII GA, LII and TsAGI); after conversion was possibly given the c/n 700 in Aeroflot c/s; converted to the Tu-154M-LI; with digital fly-by wire control system and digital engines controls; f/n ZIA 16aug92; l/n ZIA 03sep93 Tu-154M-LI; in Aeroflot c/s; l/n ZIA 21aug99; seen ZIA 15aug01, in dark blue/grey c/s with large FACT - 'Future Aircraft Control test-bed' titles; l/n ZIA 05oct15 Tu-154M-LI; in dark blue/grey c/s with large FACT - 'Future Aircraft Control test-bed' titles; l/n ZIA 05oct20 toc 05jul79; rgd 25jul79; f/n SVO 29dec79
78A317	CCCP-85317 CCCP-85317	Tu-154B-2 Tu-154M	Tupolev OKB Tupolev OKB	mfd f/f	late78 1980	f/n DXB 15apr95, in Aeroflot c/s and titles seen GOJ aug01/aug04, in Aeroflot c/s, no titles, stored; soc 16may05 as life-time expired; seen aug05, just the fuselage without the tail; broken up the MGA document and OKB listing give the c/n as 78A319; toc 27jan79; rgd 06feb79; f/n LED 16may85
	CCCP-85317	Tu-154M	LII im. Gromova	trf	late80s	
	RA-85317	Tu-154M	LII im. Gromova	ZIA	06may94	
	85317	Tu-154M	LII im. Gromova	ZIA	oct16	
79A318	CCCP-85318 CCCP-85318 CCCP-85318 RA-85318 RA-85318 RA-85318	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/GosNII GA AFL/Moscow-VKO AFL/Privolzhsk Nizhni Novgorod AI Aeroflot c/s, n/t Panaviatrans	mfd trf trf trf FJR rgd	07mar79 30aug80 09apr87 25nov93 06nov99 06mar01	
79A319	CCCP-85319 RA-85319	Tu-154B-2 Tu-154B-2	AFL/Urals-SVX Aeroflot	mfd SVX	22jan79 20apr93	

	RA-85319	Tu-154B-2	Ural Airlines	trf	25jul94	f/n SVX 23aug95; l/n DME 14nov08; last flight 14nov08 (DME-SVX); seen SVX dec08/may10 wfu, with the port wind shield covered by plastic and tape as if it was broken; scrapped at SVX by 16sep12, only the tail section remaining
79A320	LZ-BTR (2) CCCC-85742 RA-85742 RA-85742 RA-85742 UN-85742 UN-85742	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Balkan Blagoveshchensk AE Aeroflot Amurtransaero Aeroflot Jana Arka Athyrau Airways	mfd d/d DME trf BQS SHJ SHJ	jan79 22dec91 06may94 18dec94 20apr97 27nov98 13jan01	f/n AMS 24feb79; l/n LGW 22feb90; see c/n 73A051 and 87A760 toc 24feb92; rgd 15apr92; f/n DME 16aug92, in basic ex Balkan c/s soc and canx 28aug98 as to Kazakhstan l/n SHJ 28nov00 seen with additional 'Terra Incognita' titles may01/apr05; l/n active SHJ 01may05; l/n ALA 20feb08, wfu in poor condition minus engines; still seen stored ALA 14nov08/22mar09; broken up at ALA jun10 toc 08feb79; rgd 19feb79; dbr 08oct80 on the leg from Barnaul to Chita of a flight from Alma-Ata to Khabarovsk with the centre of gravity being out of the envelope (too far forward) when came in too fast and well above the glide-path on finals to Chita-Kadala, the captain failed to go around and 'forced' the aircraft down and it touched down 240 metres before the runway threshold, the landing was so hard that the tail broke off and the gear struts collapsed, 2 of the 10 crew and 2 of the 174 passengers injured; soc 06nov80 toc 14mar79; rgd 22mar79; f/n AER 18aug80; l/n TAS 15apr92 awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 not in 1997 fleet list, but current as such on Russian register mar03 derelict, first sighting as RA- still with Aeroflot titles; reported broken up jan13 on charge as of 01apr79; rgd 11apr79
79A321	CCCC-85321	Tu-154B-2	AFL/Far East-KHV	mfd	jan79	f/n VKO 27jul93; seen PRG jul97 with additional 'Balkan' titles; canx 27jul98
79A322	CCCC-85322 UK-85322	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	jan79 05oct97	f/n DME 15aug99; l/n LED 12jan08; reported in VARZ-400 nov08 and reportedly opf Zapolyarye since jan09; l/n in VARZ-400 15sep09 with only middle part of fuselage remaining rgd 28feb79; d/d 06mar79; first Tu-154B-2 delivered to MALEV; grounded 07apr97 after completing last commercial flight this date from Milan; stored at Ferihegy, titles and logo removed 30aug98, registration removed 04sep98 registration painted up again and flown 10sep98 to receive CoFA; delivered to Baku as such 23sep98 and canx same date
79A323	CCCC-85323 CCCC-85323 CCCC-85323 RA-85323	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT AFL/Yakutiya Sakha Avia Aeroflot	mfd trf trf NER	31jan79 18may89 24may94 mar10	l/n BAK 12mar03; current on Azerbaijan register 20nov03; l/n Gyandzha jun04, derelict and broken up rgd 28feb79; d/d 03mar79; f/n LHR 09jun79; first Tu-154 in new MALEV livery 12jan89; its last service 29mar01 (PRG-BUD) was the last MALEV Tu-154 service; MALEV markings removed by 09apr01; delivered to VKO 03may01 for Avial and canx same day; t/t 26,327 hours and 16,464 cycles no visible marks; impounded by Russian Customs; l/n VKO 05sep01; owned by Ladoga according to court order dated 03nov03; broken up, exact location (Samara-Bezmyanka) ? toc 14apr79; rgd 16may79; opb Krasnoyarski OAO; last overhaul completed 25nov82; f/n VKO 18sep85; seconded (but not trf) to Abakanski OAO by 1986; dbr 21may86 on a flight from Chelyabinsk to DME when passed a zone of heavy rainfall and icing at 3,600 metres altitude on approach to DME, as the de-icing system of the pitot tube had not been activated IAS soon dropped and showed incorrectly as 0, tempting the crew to enter a steep dive (up to 100 m/s) to avoid stall (although the flight was normal !), the aircraft recovered from the dive at 800 metres, suffering a g-load of 3.2, but no-one was injured; the crew tried to cover-up the incident, but when the aircraft was fuelled up for the next flight the fuel poured out of the wing tanks as they had been damaged by the g-load; the aircraft was struck off charge on account of permanent structural deformations caused by excessive g-loads; t/t 11,922 hours 02 minutes and 4,687 cycles; soc and canx 18jul86; trf to the LII GA 02sep86; used as a ground instructional airframe by the MII GA (later MGTU GA) technical school at SVO (N55.986083 E37.442486), l/n aug11; broken up by aug12 toc 14mar79; f/n TAS 16mar79; rgd 28mar79
79A324	CCCC-85324 ER-85324 UN-85324 RA-85324	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk AFL/Moldova Air Moldova Taraz Wings Airc. Yamal	mfd trf rgd IST rgd	23feb79 13sep90 27jul93 01sep98 02aug99	
79A325	HA-LCM	Tu-154B-2	MALÉV	mfd	08feb79	
	HA-LCM	Tu-154B-2	no titles	BUD	09sep98	
79A326	4K-325 HA-LCN	Tu-154B-2 Tu-154B-2	Turan Air MALÉV	BAK mfd	18may00 09feb79	
	--	Tu-154B-2	ex MALÉV c/s, n/t	VKO	16aug01	
79A327	CCCC-85327	Tu-154B-2	AFL/Krasnoyarsk	mfd	24feb79	
79A328	CCCC-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals-SVX Aeroflot Aeroflot c/s, n/t SP Air Aeroflot c/s, n/t Ural Airlines TyumenAviaTrans Ural Airlines AFL/N.Kavkaz-MRV AFL/Azerbaijan Aeroflot Azerbaijan AI	mfd DME SVX DXB LCA PRG UFA rgd	28feb79 20mar93 23aug95 05nov95 01nov98 30dec99 12aug01 04oct01	l/n SVX 06jul03; l/n SVX 24aug03, titles scrubbed out; soc 18oct04 as life-time expired; broken up rgd 28mar79; on charge as of 01apr79; f/n SXF 08jul83 l/n DME 16apr92 with Azerbaijani flag not in 1998 fleet list; l/n BAK 14apr01; not on register 02dec02; broken up toc 27mar79; rgd 06apr79; f/n SVO apr79
79A329	CCCC-85329 CCCC-85329 85329 4K-85329	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV AFL/Azerbaijan Aeroflot Azerbaijan AI	mfd trf BAK DME	28feb79 01feb84 11dec92 16may95	
79A330	CCCC-85330 CCCC-85330 RA-85330 RA-85330	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Azerbaijan-BAK AFL/North Kavkaz Aeroflot KavMinVody Avia	mfd trf SHJ trf	20mar79 03feb84 09mar93 15dec94	f/n FRA 13jan97; soc 10mar03 as life-time expired; fuselage used as a rescue-trainer by the KavMinVody Avia training centre at MRV, seen aug05/sep24 toc 30mar79; rgd 17may79; f/n HEL 23jun79 01mar85 according to the MGA document; ferried from the Soviet Union to Poland 07may85; returned 17sep88; see next line on paper only ?, see lease details on the previous line l/n MSQ 07sep93 sat wfu at MSQ, seen 12may96/21aug96; broken up toc 14apr79; rgd 15may79; f/n IST apr82
79A331	CCCC-85331 CCCC-85331	Tu-154B-2 Tu-154B-2	AFL/Northern-LED LOT	mfd lsd	mar79 23jan85	
	CCCC-85331 CCCC-85331 EW-85331	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Belarus Belavia	trf trf BOJ	22mar86 01jan89 04sep94	
79A332	CCCC-85332 CCCC-85332 CCCC-85332 CCCC-85332 85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 RA-85332 RA-85332 RA-85332 RA-85332	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT AFL/Moldova Air Moldova Air Moldova Air Moldova Air Moldova Air Terrex Air Moldova Air Transp. Europe Air Moldova Balkan Chernomor Avia KavMinVody Avia ARZ 411 GA	mfd trf trf VKO SXF rgd FRA BTS FRA BTS PRG PRG rgd rgd FJR	06mar79 06jun89 05jun92 03apr93 12apr94 06nov93 jul94 10sep94 09jun96 aug97 sep97 02jun99 02apr03 08jan07	
	RA-85332	Tu-154B-2	AeroRent	VKO	08nov08	leased to Bosphorus Airways this date f/n FRA 26may93 now wearing titles in basic ex Aeroflot c/s with 'Air Terrex Slovakia' titles; l/n GRO 03aug94 l/n DUS 08jul95 in basic ex Aeroflot c/s with titles and small tail logo; l/n BTS 10sep96 in basic ex Aeroflot c/s with additional 'Chartered by Balkan' titles on the rear fuselage in basic ex Aeroflot c/s with only 'Chartered by Balkan' titles on the rear fuselage; canx 16oct98 l/n VKO 17jun99; l/n IST 14jul03, see dates next line ! leased from ARZ-411 since 17mar03; f/n PFO 06sep03; CoFA expired in 2004 opb Daghestan Airlines; in white/red/blue c/s with unknown badge (Zavod 411 GA ?) on fin, no titles; l/n SHJ 13sep08 with sticker only; l/n as such VKO 10nov08; seen BEG 15jul09 with titles; operator's license suspended 08oct09; seen MRV 07sep10; l/n SAW 24oct11, active; seen parked MRV 21aug13/04dec13 toc 14apr79; rgd 16may79; f/n SVO 09aug80
79A333	CCCC-85333 CCCC-85333 CCCC-85333 CCCC-85333 RA-85333 RA-85333 RA-85333 RA-85333	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tajikistan-DYU AFL/GosNII GA AFL/Kazakhstan AFL/GosNII GA GosNII GA GosNII GA SAAK Stavrop. Avia IRS Aero	mfd trf trf trf AMS SVO lsd rgd	26mar79 14apr81 08may84 10oct84 12nov92 14apr97 jun97 16jun98	l/n SVO 14aug92 Aeroflot c/s Aeroflot c/s, no titles Aeroflot c/s, no titles; l/n SVO jul98, see next line was leased from GosNII GA; f/n SVO dec98; seen wfu in VARZ-400 at VKO aug02/aug06, slowly being broken up; the forward fuselage was seen in 2012 at the training complex at Kashira (N55.427896 E37.808318) near Domodedovo toc 13apr79; rgd 17may79; f/n LED 07jul79 f/n ORY 07may86 l/n LED 17apr92 l/n LED 20oct00 f/n LED 21jul01; stored at LED without engines, being cannibalised, seen may/nov05; canx 02mar06; t/t 35,760 hours and 17,371 cycles; broken up at LED may07 l/n SVO apr79 and Spereberg 02jun79; rgd 14jun79; l/n Spereberg 14dec80 rgd 02jul90; l/n DME 16aug92 f/n VKO 04jul95; l/n DME 25aug97; not in fleet list 27oct00 but current as such on Russian register mar03 and seen wfu TJM aug03/aug04; offered for sale on the Internet 16jun04; soc 22dec05 as life-time expired; broken up mfd 13apr79; toc 25apr79; rgd 17may79; photo in 1981; damaged jan87 when there was a problem with the flaps at Novosibirsk; repaired
79A334	CCCC-85334 CCCC-85334 CCCC-85334 RA-85334 RA-85334	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad LOT Aeroflot Aeroflot Pulkovo Avia	mfd lsd ret DUS trf	09apr79 02may86 16jun86 28mar93 22nov94	
79A335	CCCC-85335 CCCC-85335 RA-85335	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s AFL/Tyumen Tyumen Airlines	mfd trf trf	apr79 15jun90 31aug94	
79A336	CCCC-85336 RA-85336 RA-85336 RA-85336	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Far East-KHV Aeroflot Dalavia Dalavia	f/f KHV trf KHV	04apr79 28may93 01jun93 12may99	
79A337	CCCC-85337 RA-85337 RA-85337	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals Aeroflot Ural Airlines	mfd DME trf	17apr79 23may93 25jul94	l/n KHV 12may95, in Aeroflot c/s and titles, engineless last flight 05mar06 (KRR-KHV); t/t about 45,000 hours (the highest t/t of all KHV Tu-154s); scrapped at KHV jun06; cockpit separated and to be used for training, l/n sep06 toc 23apr79; rgd 17may79; f/n LED 29nov82; l/n DME 10sep92 opb Ural Airlines f/n LCA 21sep95; last flight 16apr09 (30 year 'calendar' life-time ran out that day); l/n SVX aug10, wfu; broken up 16jul12, only tail left
79A338	CCCC-85338	Tu-154B-2	AFL/Krasnoyarsk-KJA	mfd	19apr79	toc 27apr79; rgd 16may79; opb 1-y Krasnoyarski OAO; photo nov82; w/o 23dec84 on a flight from Krasnoyarsk to Irkutsk at night when engine # 3 suffered an uncontained failure 2 minutes after take-off (due to a manufacturing defect), the turbine blades destroyed electrical and fuel lines so that a fire broke

79A339	CCCP-85339 CCCP-85339 EW-85339	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT AFL/Belarus Belavia	mfd trf TLV	apr79 16may89 04may94	out, the aircraft went out of control when the hydraulic system failed and crashed near Krasnoyarsk, all 7 crew and 103 of the 104 passengers killed and the sole survivor seriously injured; t/t 8,955 hours and 3,581 cycles; soc 28may85
79A340	CCCP-85340 RA-85340 RA-85340	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd LED trf	26apr79 11sep93 15dec94	toc 08may79; rgd 06jul79; f/n SVO 23jun79 l/n MSQ 07sep93 l/n MSQ 09sep97; not in 1999 fleet list; broken up toc 08may79; rgd 17may79; f/n LED 20aug80 opb KavMinVody Avia since at least may94
79A341	CCCP-85341 RA-85341 RA-85341	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Far East-KHV Dalavia Dalavia	mfd trf AOJ	18may79 01jun93 04jul99	f/n SHJ 02dec95; l/n IST 31aug98; soc 11mar04 as life-time expired; broken up at MRV toc 30may79; rgd 02jul79; f/n DME 20sep85; l/n VKO 13apr92 f/n LED 20jun93, in Aeroflot c/s and titles; l/n KHV 12may95 l/n KHV 31aug06; wfu in 2006 because of expired life-cycle; broken up sep07, photo of forward fuselage and tail section 11sep07
79A342	YR-TPI	Tu-154B-2	TAROM	rgd	04jun79	f/n LHR 06oct79; CoFA expired 17sep93; canx 18jan96 as scrapped
79A343	CCCP-85343 CCCP-85343 RA-85343 RA-85343 RA-85343	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk-KJA AFL/Leningrad Aeroflot Aeroflot c/s, n/t Pulkovo Avia	mfd trf BRU LED trf	18may79 18apr85 10oct92 10nov00 22nov94	rgd 08jun79; on charge as of 01jul79 f/n LGW 12jul86; l/n LED 05sep92 l/n LED 22oct00 l/n LED 28apr01 f/n LED 20jul01; not in fleet list oct03/feb05; stored at LED, (N59.796514 E30.255398) in basic Aeroflot c/s, no titles, registration on nose wheel door only, seen aug02/aug12; seen LED 24sep12 with 'uchebny' (training) titles; l/n 28may19
79A344	CCCP-85344 UK-85344	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	24may79 08may95	toc 01jun79; rgd 14jun79; f/n AER aug83; l/n LED 16jun93 stored TAS, l/n 25may04; for sale feb07; not in fleet list 14dec07; canx before dec07; broken up
79A345	CCCP-85345 CCCP-85345 CCCP-85345 EJZ-85345	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Aeroflot c/s, n/t Turkmenistan Al Turkmenistan Al	mfd VKO VKO AUH	11sep92 14aug92 11sep92 07apr93	toc 08jun79; rgd 25jun79; f/n DME 18sep85 with white tail; l/n VKO 16aug92
79A346	CCCP-85346 CCCP-85346 RA-85346 RA-85346	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Aeroflot Pulkovo Avia	mfd trf SVO trf	28may79 10sep79 19mar93 22nov94	l/n IST 24jul98; not in fleet list nov99/feb08, but present at ASB 15apr02; seen ASB 26feb06/oct09, wfu; offered for sale in early 2008 with t/t 28,940 hours and 14,463 cycles; broken up at ASB 2012 toc 02jun79; f/n FRA 17jun79; rgd 04jul79 l/n LED 05sep92
79A347	CCCP-85347 CCCP-85347 CCCP-85347 RA-85347 RA-85347	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Privolzhsk AFL/Privolzhsk-KZN Bashkirian Al Bashkirian Al	mfd trf trf trf UFA	may79 28sep79 19oct85 unknown 29aug97	in Aeroflot c/s; soc 23jun00 as life-time expired; l/n LED 22oct00; canx 27nov00; seen LED nov00/aug02 stored and with titles scrubbed; broken up toc 15jun79; rgd 04jul79; f/n PRG 30jun79
79A348	CCCP-85348 CCCP-85348 RA-85348 RA-85348 RA-85348	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT AFL/West Siberia AFL/Yakutiya Aeroflot Sakha Avia	mfd trf trf YKS trf	20jun79 28dec89 06aug91 13may95 20jul95	first Kazan-based Tu-154 on charge as of 01jul92; seen DME 20mar93, in Aeroflot c/s and titles l/n UFA 12aug01; reported wfu UFA nov01; soc 16oct02 as life-time expired; canx 26jan04; broken up toc 25jun79; rgd 06jul79; f/n IKT 23sep86
79A349	CCCP-85349 CCCP-85349 CCCP-85349 RA-85349	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Tajikistan AFL/Privolzhsk Bashkirian Al	mfd trf trf trf	19jun79 06oct79 26dec87 unknown	f/n VKO 11sep92 has additional 'Respublika Sakha' titles and Sakha flag f/n YKS 14aug03; seen YKS jul04/mar13, derelict, without engines; broken up at YKS toc 22jun79; f/n SXF 29jun79; rgd 30jul79
79A350	CCCP-85350	Tu-154B-2	AFL/Ukraine-KBP	mfd	29jun79	on charge as of 01jul92; f/n OVB 20apr93, in Aeroflot c/s and titles; seen UFA 12jun94, in full c/s and titles; l/n UFA aug99/jun15, stored
79A351	UR-85350 CCCP-85351 RA-85351	Tu-154B-2 Tu-154B-2 Tu-154B-2	Avialini. Ukrayiny AFL/West Sib.-OVB Aerokuznetsk	rgd mfd trf	21jan93 29jun79 31jan94	f/n DUS 14jul79; rgd 25jul79; on charge as of 01oct79; seen FRA 19jul92, without the Soviet flag on the tail; l/n CDG 05sep92, as such f/n STR 09apr93; l/n KBP 11sep99, derelict/wfu; canx 01oct99; broken up at KBP toc 06jul79; rgd 20sep79; f/n DME 24mar86 f/n LED 30oct94, in Aeroflot c/s and titles; l/n DME 26aug95; soc 11aug99 as life-time expired; canx 27oct99; broken up
79A352	CCCP-85352 CCCP-85352 EW-85352	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk AFL/Belarus Belavia	mfd trf LIU	04jul79 23oct90 18nov93	rgd 25jul79; on charge as of 01oct79; f/n KJA 29apr80 l/n MSQ 07sep93
79A353	CCCP-85353	Tu-154B-2	Soviet PVO/AFL c/s	mfd	10jul79	l/n MSQ 17aug03; not in 1999 fleet list, broken up opb 978 otap PVO at Klin; f/n Spereberg 14sep79; rgd only 09oct79; last flight in 1998; canx but date unknown; the unit was trf from the PVO to the VTA 01may98 and was redesignated 78 ovtae 01jul01, but the aircraft never flew with the VTA; sat wfu at Klin, seen mar01/jun08; offered for sale by the Russian privatisation agency may05 and sold to East Wind 02feb06, but never left Klin; scrapped before oct10 (probably in 2009)
79A354	CCCP-85354 CCCP-85354 RA-85354 RA-85354	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Armenia AFL/Yakutiya Aeroflot Sakha Avia	mfd trf SVO trf	jul79 19jun87 19apr93 20jul95	toc 03jul79; rgd 09aug79; f/n DME 20sep85 l/n YKS 13may95 not in 2000 fleet list !; f/n YKS aug03; seen YKS jul04/jul06, wfu; in fleet list 04may09 as wfu; l/n YKS jun09, engineless; broken up at YKS 2012
79A355	CCCP-85355	Tu-154B-2	AFL/Kazakhstan-ALA	mfd	20jul79	toc 26jul79; rgd 24aug79; opb 218 LO; f/n DME 1980; w/o 08jul80 (local time, according to Moscow time still 07jul80) on the leg from Alma-Ata to Rostov-na-Donu at night of a flight from Alma-Ata to Simferopol when got caught by a rare combination of strong winds (down draught of up to 14 metres per second combined with a tail wind of up to 20 metres per second) at a height of 150 metres when the flaps were retracted, the aircraft started to descend rapidly, could not be recovered, came down with 400 km/h in a wheat field on the eastern outskirts of Alma-Ata (3,400 metres behind the runway), bounced twice, ended up in two ditches, broke up and caught fire, destroying 6 houses (4 of them on ul. Fedoseyeva) in the process, all 10 crew and 156 passengers killed plus 9 persons on the ground injured; t/t 2,438 hours and 1,124 cycles; soc and canx 29aug80
79A356	CCCP-85356 CCCP-85356 UK-85356	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow AFL/Uzbekistan Uzbekistan Airways	mfd trf TAS	23jul79 23apr86 08may95	toc 31jul79; rgd 09aug79; f/n VKO 11aug80 l/n TAS 15apr92 l/n TAS 10apr02; in fleet list oct00/jan03 as stored; not in fleet list 14dec07; broken up
79A357	CCCP-85357 RA-85357 RA-85357	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals Aeroflot Ural Airlines	mfd DME trf	31jul79 04feb94 25jul94	toc 01aug79; rgd 09aug79; f/n LED 02sep88; l/n SVX 20apr93
79A358	CCCP-85358 CCCP-85358 CCCP-85358 RA-85358	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/East Siberia AFL/Privolzhsk-REN Aeroflot	mfd trf trf DME	31jul79 16jun81 jun91 20mar93	f/n SHJ 28mar95; seen SVX 07mar10/26may12, stored; broken up 2012 toc 14aug79; rgd 17aug79; opb 235 OAO; f/n SVO 08apr80
	RA-85358 RA-85358 RA-85358	Tu-154B-2 Tu-154B-2 Tu-154B-2	IDF Tatarstan Avial. Tatarstana Karat	IST KHI trf	26sep96 09oct00 03jul01	l/n DME 16apr92 seriously damaged 29dec93 during emergency landing at Omsk when the starboard main gear unit failed to extend, but repaired l/n IST 16dec99; leased from Avialinii Tatarstana confirmation of titles welcome leased from Iron Dragonfly; named 'Suyumbike' after the last empress of the Kazan Khanate who was defeated by Tsar Ivan IV the Terrible, reportedly thus named while still operated by IDF; f/n VKO 15aug01; seen VKO 18feb02 with the name painted out; eventually rgd to Karat 29aug02; l/n GOJ aug/nov07, wfu and being cannibalised; to be broken up
79A359	CCCP-85359 CCCP-85359 85359	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Georgia Orbi	mfd trf LED	aug79 21jun82 05sep92	toc 03sep79; rgd 10sep79; opb 235 OAO; f/n SVO 29aug81; l/n HEL 20mar82 l/n VKO 27sep91
79A360	CCCP-85360 RA-85360 RA-85360	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr OVB	22aug79 31may93 22jul07	reportedly damaged Sukhumi 23sep93 by a Russian attack scrapped at Sukhumi rgd 09oct79; opb 223 OAO; f/n Spereberg 27oct79; seen Brest jul88; l/n STN 03mar93 l/n CKL 14aug06
79A361	CCCP-85361 CCCP-85361 RA-85361 RA-85361	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow AFL/Tyumen Aeroflot Tyumen Airlines	mfd trf DME trf	aug79 28may87 16jun94 31aug94	in basic Aeroflot c/s, no titles; was stored at CKL for circa eight years; re-activated by late jan17 and flown to Samara for overhaul; l/n Samara-Bezmyanka 01feb17; seen Samara-Bezmyanka jun18, in colours similar to Rossiya with small 'VVS Rossii' titles on the fin; l/n SVX 30may24 toc 29aug79; rgd 10sep79; f/n VKO 11aug80 l/n DME 16apr92
79A362	CCCP-85362 UR-85362 UR-85362 UR-85362 4K-85362	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny Avialini. Ukr. n/t Avialini. Ukrayiny Azerbaijan Al	mfd rgd OST VKO DME	aug79 21jan93 08feb95 24aug97 06jul98	l/n TJM 14may95, in Aeroflot c/s and titles; engineless; soc 03jul97 as life-time expired; canx 25jun97; broken up at TJM toc 03aug79; rgd 17sep79; f/n LGW 02aug80; l/n KBP 07sep92 f/n SVO 19mar93 opb Azerbaijan Al, this date; l/n DXB 31oct96 l/n DXB 01feb98
79A363	UR-85362 CCCP-85363	Tu-154B-2 Tu-154B-2	Lugansk Airlines AFL/International	no mfd	reports 30aug79	leased, in basic ex Air Ukraine c/s, no titles; l/n VSG 27apr99; reported for Lugansk Airlines; not on Azerbaijan register 02dec02 canx 21mar00 by Ukrainian CAA; broken up Lugansk 2007 toc 06sep79; f/n LHR 13sep79; rgd 19sep79; carried additional 'Official Olympic Carrier' titles; photo PRG 1980 as such; l/n SVO 14aug92
79A364	CCCP-85364 CCCP-85364 4K-85364 4K-85364	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Uzbekistan AFL/Azerbaijan Aeroflot c/s, n/t	mfd trf trf DME	aug79 12apr81 28apr84 01sep93 31dec93	l/n SVO 28jan02/15may02 in scrap area; soc and canx 01apr02 as life-time expired; front section only remained for training purposes 11aug02 toc 07sep79; rgd 19sep79; f/n LHR 15oct79; carried additional 'Official Olympic Carrier' titles; l/n LGW 26jul80 seen LED 07apr91; l/n LED 17may91, with small additional Azerbaijan titles on the rear fuselage and badge below the Soviet flag still with Aeroflot titles only and Azeri flag on the fin; opb Azerbaijan Al with Azeri flag on the fin; opb Azerbaijan Al; l/n BAK 16may96

	4K-85364	Tu-154B-2	Azerbaijan Al	DME	20aug97	in full c/s; l/n BAK 14apr01; not in jan02 fleet list but current on Azerbaijan register 20nov03; l/n GYD 16oct09, wfu; by nov09 only two Tu-154 tails remained at GYD, one of them probably from this aircraft toc 20sep79; l/n LPL 01oct79; rgd 30nov79; carried additional 'Official Olympic Carrier' titles
79A365	CCCP-85365 CCCP-85365 CCCP-85365 RA-85365 RA-85365 LZ-LTB RA-85365 RA-85365 RA-85365	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Latvia AFL/Arkhangelsk-ARH Arkhangelsk Al East Line Balkan TyumenAviaTrans Aeroflot-Nord Aero Rent	mfd trf trf trf ph. AMS UFA SVO ARH	17sep79 18oct88 27jan91 22feb94 nov97 27jun98 16jun01 27mar05 15feb09	f/n SVO 11apr94, in Aeroflot c/s and titles; l/n SVO 21aug95 leased for summer 1998; in basic Aeroflot c/s with white tail and 'Balkan' titles; l/n PRG 06sep98 repainted in new c/s; l/n SVO 26jul08 in basic new Aeroflot c/s, but with completely blue fin; seen in ARZ-411 at MRV mar10/sep10, wfu; broken up at MRV dec10 toc 25sep79; f/n FRA 28sep79; rgd 30nov79; carried additional 'Official Olympic Carrier' titles l/n DME 20mar93 l/n DME 21may96, in Aeroflot c/s and titles seen TJM jul00/aug04, derelict; not in fleet list 27oct00; soc 01dec04 as life-time expired; broken up at TJM toc 25sep79; f/n ZRH 27sep79; rgd 30nov79; carried additional 'Official Olympic Carrier' titles around 1980
79A366	CCCP-85366 CCCP-85366 RA-85366 RA-85366 RA-85366	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Tyumen Aeroflot Tyumen Airlines Tyumen Airlines	mfd trf VKO trf TJM	sep79 11jun88 13jun94 31aug94 15aug99	l/n DME 10sep92 not in 2000 fleet list, fate unknown; current on Russian register mar03; in Yakutiya fleet list 04may09 as wfu !; broken up at NER 2010 rgd 19dec79; on charge as of 01jan80; f/n CDG 19apr80; l/n KBP 07sep92 f/n KBP 29aug93; l/n KBP 11sep99, derelict/wfu and broken up 2000; was canx 23oct01 toc 02oct79; rgd 09oct79 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n GMP 14mar99 l/n IST 26may05; not in fleet list dec06; wfu as life-time expired and stored at Bishkek, l/n feb07 rgd 22oct79; on charge as of 01jan80; f/n TAS 15sep87 in fleet list oct00/jan03 as stored; l/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 18oct79; rgd 13nov79; l/n VKO 11aug80
79A367	CCCP-85367 CCCP-85367 CCCP-85367 CCCP-85367 RA-85367 RA-85367	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Azerbaijan AFL/Uzbekistan AFL/Yakutiya Aeroflot Sakha Avia	mfd trf trf trf VKO trf	20sep79 07aug81 27apr84 04jun85 17jul93 24may94	l/n SVX 23aug95, in Aeroflot c/s and titles l/n active MRV 06jan08; wfu in autumn 2008; l/n MRV feb09, wfu; broken up at MRV before may11 toc 25oct79; rgd 12nov79; f/n CDG 27mar80; l/n BTS feb87 l/n MSQ 08sep93 l/n MSQ 09sep94/21aug96, engineless, wfu; broken up at MSQ toc 26oct79; rgd 20nov79; f/n MRV 22may81 photo with Russian flag being painted on; l/n VKO 11jul94 f/n MRV 15may96; soc 11mar04 as life-time expired; seen wfu at MRV jan/may08, being cannibalised; broken up at MRV around 18jun08, only the nose-cone remained by 05jul08 toc 14nov79; f/n LGW 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles; seen MLA 31jul80, as such l/n Finow jun92
79A368	CCCP-85368 UR-85368	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	27sep79 28jan93	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A369	CCCP-85369 EX-85369 EX-85369	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU Kyrgyzstan Al ITEK Air	mfd FRU FRU	27sep79 09may95 17aug00	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A370	CCCP-85370 UK-85370	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	sep79 08may95	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A371	CCCP-85371 RA-85371 RA-85371 RA-85371	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia KavMinVody Avia	mfd SHJ trf SNN	16oct79 09mar93 15dec94 12jan96	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A372	CCCP-85372 CCCP-85372 EW-85372 CCCP-85373 RA-85373 RA-85373	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad AFL/Belarus Belavia AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd trf MSQ mfd MRV trf	oct79 16mar90 10jul94 23oct79 mar93 15dec94	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A373	CCCP-85373 RA-85373 RA-85373	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Urals Aeroflot Ural Airlines	mfd ABA trf	23oct79 27sep82 13jul93 25jul94	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A374	CCCP-85374 RA-85374 RA-85374	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Urals Aeroflot Ural Airlines	mfd trf ABA trf	31oct79 29dec82 18mar83 13may83 20apr93 25jul94	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A375	CCCP-85375 CCCP-85375 CCCP-85375 CCCP-85375 RA-85375 RA-85375	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Urals AFL/Moscow AFL/Urals Aeroflot Ural Airlines	mfd trf trf trf SVX trf	31oct79 29dec82 18mar83 13may83 20apr93 25jul94	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A376	CCCP-85376 CCCP-85376 RA-85376 RA-85376	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Yakutiya Aeroflot Sakha Avia	mfd trf trf trf	oct79 09may88 22apr93 20jul95	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A377	CCCP-85377 CCCP-85377 RA-85377 RA-85377 RA-85377 RA-85377 RA-85377	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia Pulkovo Avia	mfd trf trf r/r trf LED LED	29nov79 30dec82 19oct92 22nov94 21feb00 11aug01	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A378	CCCP-85378 CCCP-85378 CCCP-85378 RA-85378 RA-85378	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Tajikistan AFL/Tyumen Aeroflot Tyumen Airlines	mfd trf trf DME trf	oct79 13oct82 29apr84 23may93 31aug94	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A379	CCCP-85379 CCCP-85379 UR-85379 UR-85379	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Ukraine-KBP Avialini. Ukrayiny United Nations	mfd trf rgd BRU	19nov79 07jan83 28jan93 07apr94	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A380	CCCP-85380 RA-85380	Tu-154B-2 Tu-154B-2	Soviet PVO/AFL c/s Russian AF/AFL c/s	rgd Kln	09jan80 02sep97	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A381	CCCP-85381 RA-85381 RA-85381 RA-85381 RA-85381	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia	mfd TLS trf trf LED	30nov79 15nov92 22nov94 28may01	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A382	CCCP-85382 RA-85382 RA-85382	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd LED trf	30nov79 16jun93 15dec94	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A383	CCCP-85383 EZ-85383	Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Turkmenistan Al	mfd VKO	07dec79 17jul93	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A384	CCCP-85384 CCCP-85384 CCCP-85384 HA-LCZ ER-85384 RA-85384 RA-85384	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk AFL/Moldova Air Moldova Napkelet Airlines Air Moldova Chernomor Avia Sochi 2014	mfd trf VKO rgd rgd rgd AER	20dec79 11jan91 15aug92 1993 12apr94 28jul99 feb07	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A385	CCCP-85385 EY-85385 UN-85385	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tajikistan Tajik Air Jana Arka	mfd SHJ SHJ	20dec79 14jul94 17mar98	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A386	EY-85385 CCCP-85386 CCCP-85386 RA-85386 RA-85386 RA-85386 RA-85386 RA-85386	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Tajik Air AFL/Krasnoyarsk AFL/Arkhangelsk-ARH Arkhangelsk Al Arkhangelsk Al East Line Aeroflot c/s, n/t Arkhangelsk Al	mfd trf trf BRU DME DME SVO	25dec79 16oct90 22feb94 06may98 04oct99 05sep00 07jul04	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A387	CCCP-85387 UN-85387 UN-85387	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan-ALA Aeroflot Aeroflot c/s, n/t	mfd DME DME	dec79 02sep93 25may94	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A388	CCCP-85388 CCCP-85388 CCCP-85388 CCCP-85388	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/UshVLP AFL/East Siberia AFL/Ulyanovsk HFS Vnukovo PO	mfd trf trf trf	28dec79 29jun82 unknown 09aug83	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13 toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles

80A389	CCCP-85388	Tu-154B-2	AFL/Ulyanovsk HFS	trf	06sep88	on charge as of 01jul90; l/n ULV 09sep92 with Russian flag
	CCCP-85388	Tu-154B-2	Mineralnye Vody PO	trf	10jan90	
	CCCP-85388	Tu-154B-2	AFL/Ulyanovsk HFS	trf	unknown	
	RA-85388	Tu-154B-2	Aeroflot	ULV	31aug93	
	RA-85388	Tu-154B-2	Ulyanovsk HFS	trf	28apr94	
80A390	RA-85388	Tu-154B-2	Ulyanovsk HFS	VKO	16aug01	l/n MBA 05jan98, in Aeroflot c/s and titles; l/n ULV 17aug99, titles not reported in Aeroflot c/s, no titles; l/n ULV 26jun02; seen ULV nov10/sep12, stored; broken up may13 toc 07mar80; rgd 18mar80; f/n VKO 20sep85 reported for Kemerovo Aviation Enterprise; l/n operational VKO 24aug97; seen KEJ jul99, derelict, still in AFL c/s but without titles; soc 18jul01 as life-time expired; canx 20aug01; broken up at KEJ toc 31jan80; rgd 11feb80; f/n LHR 06jun80
	CCCP-85389	Tu-154B-2	AFL/West Sib.-OVB	mfd	feb80	
	RA-85389	Tu-154B-2	Aeroflot	OVB	22apr93	
	CCCP-85390	Tu-154B-2	AFL/Leningrad	mfd	23jan80	
	RA-85390	Tu-154B-2	Aeroflot	FRA	30dec92	
80A391	RA-85390	Tu-154B-2	Pulkovo Avia	trf	22nov94	l/n SVO 16jun99, in Aeroflot c/s and titles in Aeroflot c/s, no titles; l/n LED 28apr01 l/n LED 22aug04; l/n stored LED, may05/nov05, titles and flag removed; broken up at LED may11 toc 01feb80; rgd 11feb80 f/n LED 05apr86 with Azeri flag l/n BAK 17may96; not on Azerbaijan register 12dec00, broken up toc 06feb80; rgd 21feb80; f/n DME oct85
	RA-85390	Tu-154B-2	Pulkovo Avia	SVO	16aug99	
	RA-85390	Tu-154B-2	Pulkovo Avia	LED	21jul01	
	CCCP-85391	Tu-154B-2	AFL/Kyrgyzstan-FRU	mfd	25jan80	
	CCCP-85391	Tu-154B-2	AFL/Azerbaijan	trf	11jul84	
80A392	85391	Tu-154B-2	Aeroflot	BAK	08dec92	
	4K-85391	Tu-154B-2	Azerbaijan AI	DME	01sep93	
	CCCP-85392	Tu-154B-2	AFL/West Sib.-OVB	mfd	23jan80	
	RA-85392	Tu-154B-2	Aeroflot	KRR	20sep94	
	RA-85392	Tu-154B-2	Aerokuznetsk	trf	31mar94	
80A393	CCCP-85393	Tu-154B-2	AFL/N.Kavkaz-MRV	mfd	feb80	f/n DME 06aug99; seen VKO 22jul00; company was renamed Aerokuzbass in sep00; l/n NOZ jul10/nov14, stored still with Aerokuznetsk titles; broken up late 2014 toc 21feb80; rgd 26feb80; f/n SXF 27may80
	RA-85393	Tu-154B-2	Aeroflot	VKO	16jun94	
	RA-85393	Tu-154B-2	KavMinVody Avia	trf	15dec94	
	RA-85393	Tu-154B-2	KavMinVody Avia	SNN	09sep95	
	CCCP-85394	Tu-154B-2	AFL/Turkmenistan	mfd	30jan80	
80A394	85394	Tu-154B-2	Turkmenistan AI	VKO	21mar93	l/n operational ASB 18may96; seen ASB apr02/nov08, wfu; for sale early 2008, t/t 24,980 hours and 12,822 cycles; broken up at ASB 2012 toc 12feb80; rgd 26feb80; f/n LGW 21jun80; l/n VKO 16aug92 f/n VKO 16jul93; l/n VKO 07sep93 in basic Aeroflot c/s, no titles; carried only an Azeri flag; l/n FJR 22feb95 return date unknown; canx 02feb95; photo exists taken SVO 1996 ? in basic Aeroflot c/s, no titles; carried only an Azeri flag still owned by Avialiniyi Ukrayiny; initially with logo only, no titles; l/n as such KUF 10feb98; seen KGP mar99 with titles; l/n TJM 15aug99, titles not reported; was stored for several years; offered for sale by Ukrainian privatisation agency 18apr01 by Lugansk Airlines; based at Norilsk; f/n NSK 29may02; seen KJA jun06/may10, wfu; believed scrapped about 2013
	EZ-85394	Tu-154B-2	Turkmenistan AI	DME	07jul93	
	CCCP-85395	Tu-154B-2	AFL/Ukraine-KBP	mfd	31jan80	
	UR-85395	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	
	4K-85395	Tu-154B-2	Improtex	VKO	10jan94	
80A395	UR-85395	Tu-154B-2	Avialini. Ukrayiny	no	reports	
	RA-85395	Tu-154B-2	Kolavia	KUF	29nov97	
	RA-85395	Tu-154B-2	Sibaviatrans	sld	2002	
	CCCP-85396	Tu-154B-2	AFL/International	mfd	14feb80	
	CCCP-85396	Tu-154B-2	AFL/Kazakhstan	trf	21dec82	
80A396	UN-85396	Tu-154B-2	Aeroflot c/s, n/t	ALA	22apr93	l/n SHJ 25jan94; with Kazakhstan flag l/n DME 07jul98; see trf date next line Akmla based; f/n DME 18nov98; seen ALA jun02/feb08, in graveyard toc 22feb80; rgd 13mar80; f/n LHR 04apr80; reportedly carried additional 'Official Olympic Carrier' titles l/n TAS 15apr92
	UN-85396	Tu-154B-2	Kazakhstan Airlines	SHJ	06nov95	
	UN-85396	Tu-154B-2	Air Kazakstan	trf	26sep96	
	CCCP-85397	Tu-154B-2	AFL/International	mfd	14feb80	
	CCCP-85397	Tu-154B-2	AFL/Uzbekistan	trf	05mar88	
80A397	85397	Tu-154B-2	Uzbekistan Airways	SHJ	24mar93	
	UK-85397	Tu-154B-2	Uzbekistan Airways	MRV	15may96	
	CCCP-85398	Tu-154B-2	AFL/International	mfd	21feb80	seen TAS jul99/jan03, stored; in fleet list oct00/jan03 as stored; not in fleet list 14dec07 and not seen since; broken up toc 29feb80; rgd 13mar80; f/n SXF 23mar80; carried additional 'Official Olympic Carrier' titles, still as such VIE aug81 l/n TAS 15apr92
	CCCP-85398	Tu-154B-2	AFL/Uzbekistan	trf	00mar88	
	85398	Tu-154B-2	Uzbekistan Airways	DEL	jan93	
80A398	UK-85398	Tu-154B-2	Uzbekistan Airways	DME	16jul93	
	UK-85398	Tu-154B-2	Baltic Expr Line	RIX	10jul97	
	UK-85398	Tu-154B-2	Uzbekistan Airways	TAS	25dec98	l/n SHJ 15apr95 lsf Uzbekistan Airlines; l/n RIX 23sep97; seen TAS may98, titles not reported l/n TAS 05may01 in service; in fleet list oct00/jan02 as stored; not in fleet list 14dec07; broken up toc 29feb80; rgd 13mar80; f/n LGW 04apr80; carried additional 'Official Olympic Carrier' titles l/n KBP 07sep92, with white tail f/n KBP 17jun93; l/n KBP 11sep99, derelict/wfu; broken up 2000; canx 23oct01 toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles
	CCCP-85399	Tu-154B-2	AFL/International	mfd	21feb80	
	CCCP-85399	Tu-154B-2	AFL/Ukraine-KBP	trf	07jan83	
80A399	UR-85399	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	
	CCCP-85400	Tu-154B-2	AFL/International	mfd	28feb80	f/n DUS 04nov95; l/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; l/n DME 16apr92
	CCCP-85400	Tu-154B-2	AFL/N.Kavkaz-ROV	trf	29jul88	
	RA-85400	Tu-154B-2	Aeroflot	VKO	07sep93	
	RA-85400	Tu-154B-2	Donavia	trf	25nov93	
80A401	CCCP-85401	Tu-154B-2	AFL/Uzbekistan-TAS	mfd	29feb80	in fleet list oct00/jan03 as stored; l/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 l/n ALA 14may98, titles not reported f/n DME 06jul98; l/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84
	85401	Tu-154B-2	Uzbekistan Airways	TAS	07apr93	
	UK-85401	Tu-154B-2	Uzbekistan Airways	DME	04jul94	
	CCCP-85402	Tu-154B-2	AFL/West Sib.-BAX	mfd	14mar80	
	RA-85402	Tu-154B-2	Aeroflot	OVB	21apr93	
80A402	RA-85402	Tu-154B-2	Sibir	trf	04apr94	seen EVN apr03/may14, stored; seen jul14, without the prefix; l/n nov18/dec24 on charge as of 01apr80; rgd 25apr80; f/n LED 02jun82 on charge as of 01jul92; f/n UFA 11jul93, in Aeroflot c/s and titles; seen DME 23aug95, in full c/s; l/n UFA 13aug99, wfu; soc 16apr01 as life-time expired; broken up by nov01; canx 04jan02 toc 24apr80; rgd 13may80; f/n DME 1980
	CCCP-85403	Tu-154B-2	AFL/Armenia	mfd	mar80	
	EK-85403	Tu-154B-2	Aeroflot c/s, n/t	VKO	07sep93	
	EK-85403	Tu-154B-2	Armenian Airlines	BEY	15feb95	
	CCCP-85404	Tu-154B-2	AFL/Privolzhsk-UFA	mfd	mar80	
80A403	RA-85404	Tu-154B-2	Bashkirian AI	trf	unknown	
	CCCP-85405	Tu-154B-2	AFL/Azerbaijan	mfd	24apr80	basic ex-Aeroflot c/s with white tail and additional small 'Aeroflot' titles l/n DUS 16oct93, still with titles operated for Sultan Air this date f/n BAK 13apr94; canx 24dec98; seen VKO may99/aug02 in ARZ, many parts missing, tail cut off by jul03 toc 30apr80; rgd 22may80; f/n SVO 30jul80 Tajik Air was renamed Tajikistan Airlines in full c/s with Tajikistan titles; l/n DEL 04dec98; still in fleet list 07nov03; not in fleet list 01nov04; seen DYU 24mar06/01sep07, stored on the grass; broken up by 2009 toc 17jun80; rgd 16jul80; f/n LGW 03aug80; l/n KBP 07sep92, with white tail f/n VKO 17may93; canx 08jan02; wfu KBP and later in use as a fire trainer (N50.333022 E30.886299); seen sep99/05jul21, serial removed with 'Training' titles f/n LGW 07jun80; seen LHR 26aug84 f/n LHR 20apr85 in full c/s; l/n MIA dec85; canx 16jan96, canx presumably relates to Guyana Airways lease
	CCCP-85405	Tu-154B-2	AFL/Kyrgyzstan	trf	29jun84	
	CCCP-85405	Tu-154B-2	AFL/Moldova	trf	05dec98	
	CCCP-85405	Tu-154B-2	Air Moldova	VKO	08jul92	
	ER-85405	Tu-154B-2	Air Moldova	VKO	16may93	
80A404	ER-85405	Tu-154B-2	Air Moldova, n/t	BRU	23oct93	leased again, but operated in full TAROM c/s seen LHR oct88; crashed Otopeni 09feb89 on a training flight, killing all 5 crew toc 26apr80; f/n FRA 03may80; rgd 13may80; carried additional 'Official Olympic Carrier' titles still 'CCCP-' early 1993
	ER-85405	Tu-154B-2	Air Moldova	rgd	15mar94	
	CCCP-85406	Tu-154B-2	AFL/Tajikistan	mfd	apr80	
	EY-85406	Tu-154B-2	Tajik Air	OVB	26jul94	
	EY-85406	Tu-154B-2	Tajikistan AI	SHJ	18mar98	
80A405	CCCP-85407	Tu-154B-2	AFL/Ukraine-KBP	mfd	apr80	operated for SP Air reported for Donavia l/n ROV 13may96, engineless l/n summer 2000 offered for sale feb08; l/n ROV 15aug09, being scrapped toc 13may80; f/n AMS 14jun80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles LHR aug80
	UR-85407	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	
	YR-TPJ	Tu-154B-2	TAROM	rgd	06may80	
	YR-TPJ	Tu-154B-2	Guyana Airways	lsd	apr85	
	YR-TPJ	Tu-154B-2	TAROM	ret	jan86	
80A406	YR-TPJ	Tu-154B-2	Guyana Airways	JFK	06dec86	l/n operational ASB 05may98; seen ASB apr02/oct09, wfu; offered for sale in early 2008 with t/t 23,421 hours and 10,697 cycles; broken up at ASB 2012 toc 08may80; f/n FRA 24may80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles still 'CCCP-' 26jul93
	YR-TPJ	Tu-154B-2	TAROM	HEL	06jun87	
	CCCP-85409	Tu-154B-2	AFL/International	mfd	26apr80	
	CCCP-85409	Tu-154B-2	AFL/North Kavkaz	trf	21oct88	
	RA-85409	Tu-154B-2	Aeroflot	BAH	14apr93	
80A407	RA-85409	Tu-154B-2	Donavia	trf	25nov93	seen MSQ aug03/mar04, wfu; l/n MSQ 20may05, status not reported; broken up MSQ toc 14may80; f/n FRA 23may80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles; seen ARN 21jun80, as such
	RA-85409	Tu-154B-2	Aeroflot c/s, n/t	LBA	21dec93	
	RA-85409	Tu-154B-2	Aeroflot	ROV	14jul94	
	RA-85409	Tu-154B-2	Aeroflot c/s, n/t	FRA	jul95	
	RA-85409	Tu-154B-2	Donavia	ROV	10aug99	
80A408	RA-85409	Tu-154B-2	Aeroflot-Don	IST	24sep02	on charge as of 01jul92; f.n IST 07dec92 in Aeroflot c/s and titles; seen DME 11jul94, in Aeroflot c/s, with Tatarstan flag l/n KZN 16aug99
	CCCP-85410	Tu-154B-2	AFL/International	mfd	26apr80	
	CCCP-85410	Tu-154B-2	AFL/Turkmenistan	trf	18aug89	
	EZ-85410	Tu-154B-2	Turkmenistan AI	DME	25may94	
	CCCP-85411	Tu-154B-2	AFL/International	mfd	26apr80	
80A409	CCCP-85411	Tu-154B-2	AFL/Belarus	trf	22jan88	l/n LED 12jan07; wfu 30jan07; l/n KZN 04aug11, wfu, engineless; broken up at KZN toc 08may80; f/n FRA 22may80; rgd only 17jun80; carried additional 'Official Olympic Carrier' titles
	EW-85411	Tu-154B-2	Aeroflot	FRA	23aug93	
	EW-85411	Tu-154B-2	Belavia	FRA	20dec93	
	CCCP-85412	Tu-154B-2	AFL/International	mfd	30apr80	
	CCCP-85412	Tu-154B-2	AFL/Privolzhsk-KZN	trf	13dec88	
80A410	RA-85412	Tu-154B-2	Avial. Tatarstana	trf	unknown	on charge as of 01jul92; f.n IST 07dec92 in Aeroflot c/s and titles; seen DME 11jul94, in Aeroflot c/s, with Tatarstan flag l/n KZN 16aug99
	RA-85412	Tu-154B-2	Avial. Tatarstana	DXB	14apr95	
	RA-85412	Tu-154B-2	Karat	GVA	01jan00	
	RA-85412	Tu-154B-2	Tatarstan	IST	07aug00	
	CCCP-85413	Tu-154B-2	AFL/International	mfd	26apr80	

	CCCP-85413	Tu-154B-2	AFL/East Sib.-IKT	trf	06jul83	dbf 08mar88 when was hijacked by the Ovechkin family (a mother and her 10 children who formed the jazz band "Sem Simeonov") on the leg from Kurgan to Leningrad of a flight from Irkutsk to Leningrad, the aircraft diverted to the military airfield at Veshchevo near the Finnish border for refuelling (pretending it to be Kimi airfield in Finland), when the hijackers realised that they were still in the Soviet Union they shot a flight attendant, 3 hours later security forces stormed the aircraft, but the hijackers managed to blow it up (it burnt out completely apart from the tail section) and tried to commit suicide, 1 of the 8 crew and 8 of the 76 passengers (among them 5 hijackers) killed plus 17 passengers (among them 2 hijackers) and 2 commandos injured; t/t 11,411 hours and 4,669 cycles; soc and canx 13may88 toc 26may80; f/n FRA 01jun80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles; l/n FRA mar81, as such
80A414	CCCP-85414	Tu-154B-2	AFL/International	mfd	21may80	f/n ROV 14jul94; l/n ROV 13aug01, wfu; soc 06may02 as life-time expired; scrapping started 08jun02; canx 16jun02
	CCCP-85414 RA-85414 RA-85414	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia	trf VKO trf	17jul87 17jul93 25nov94	f/n LGW 14jun80; l/n FAO 1984 seen MIA 01feb85 in full c/s seen OTP sep98/aug00, wfu; CofA expired 30oct95; canx 16nov98 as broken up toc 28may80; rgd 09jun80; f/n TAS 27jun84; l/n TAS 15apr92
80A415	YR-TPK YR-TPK YR-TPK	Tu-154B-2 Tu-154B-2 Tu-154B-2	TAROM Guyana Airways TAROM	d/d lsd OTP	jun80 jan85 26jun85	leased from end 1996 until early 2001 but returned Summer 1997 seen TAS mar99/jan03, stored; in fleet list oct00/jan03 as stored; not in fleet list 14dec07; broken up toc 31may80; f/n KJA 18sep80; rgd only 25sep80
80A416	CCCP-85416 UK-85416 UK-85416 UK-85416	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways Pakistan Intl Aw Uzbekistan Airways	mfd DME KHI TAS	may80 26aug95 28mar97 05oct97	last overhaul completed 12oct96; seen KJA, seen jun06/may10, wfu (reported jul07 as used by the FSB as a trainer for anti-terrorist operations); offered for sale by Sberbank 17dec08 with t/t 39,272 hours, without engines (still 10,727 hours left), but could not be sold; broken up at KJA jun10 toc 30may80; rgd 20jun80; f/n DME apr82 exact date unknown; l/n DME 16apr92
80A417	CCCP-85417 RA-85417 RA-85417	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk Aeroflot KrasAir	mfd KJA DME	24may80 13jul93 23apr97	on charge as of 01jul95; F/N DME 28aug95; l/n active DME 02jul04; used as a ground instructional airframe by the UATB SibGAU technical school, seen as such jun06/aug07; broken up at KJA by may10 toc 31may80; rgd 13jun80; f/n VKO 30aug83
80A418	CCCP-85418 CCCP-85418 RA-85418 RA-85418	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan-ALA AFL/Krasnoyarsk Aeroflot KrasAir	mfd trf DME trf	24may80 1991 20mar93 unknown	l/n IST jul99; seen MSQ, aug03/mar04, wfu, no titles or logo; broken up d/d 18jul80; rgd 22jul80; seen PRG 16mar85; canx 11apr89 used the registration OK-0420 in 1990 for flights to Tel Aviv; on a photo at Kbely apr91 in primer, with the roundel on the fin incorrectly painted 'on paper', delivered only at the end of dec93; operated by VIP roj 2. ZmDLP (Composite Air Regiment) at Bratislava-Ivanka; in white/light grey c/s with red/blue cheatline; wfu in 1995 and sold in 1997 l/n LCA 30aug99
80A419	CCCP-85419 CCCP-85419 EW-85419	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Belarus Belavia	mfd trf VKO	30may80 14aug86 21mar93	still in basic Slovakian Air Force c/s; l/n VKO 11jun01 in full c/s; f/n SVO 25aug02; new CoFR issued 21dec05; l/n operational SVO 14aug06; CofA expired 02oct06; t/t 7,150 hours and 4,924 cycles by 01jul08; sat wfu in the Aviakor factory at Samara, seen in cannibalised state mar11 and broken up there aug11; still current on register 01aug23 toc 02jul80; rgd 21jul80; f/n DME 23nov82; damaged 11nov84 when a fuel truck drove into the right wing, repaired; l/n DME 16apr92
80A420	OK-BYA 0420 0420	Tu-154B-2 Tu-154B-2 Tu-154B-2	CS-Gvt (LSFMV) Czechoslovak AF Slovak Air Force	mfd d/d trf	14jul80 28mar89 01jan93	l/n DME 21sep98, in Aeroflot c/s and titles soc 28apr03 as life-time expired; l/n OVB 02jul03, wfu; broken up OVB l/n FRA 28jun99; not in fleet list 31dec99 seen ZRH sep00 with additional 'East Line' titles and DME dec01; wfu CIT 2008; l/n CIT 15feb10 in basic Balkan c/s, no titles; broken up toc 27jun80; rgd 23jul80; f/n LGW 30aug80 on charge as of 01jul81; l/n TAS 15apr92
	RA-85842 RA-85842 RA-85842 RA-85842	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	IDF Tatarstan Safe Air Karat Yamal	trf KHI VKO rgd	may98 15oct00 02jun01 15jul01	l/n TAS 03sep99; wfu 23jan01; canx but date unknown; broken up at TAS toc 26jun80; f/n LGW 12jul80; rgd 23jul80 l/n KBP 17jun93 seen KBP sep99/may04, derelict/wfu; broken up toc 01jul80; rgd 21jul80; f/n LED 27nov82; l/n LED aug90
80A421	CCCP-85421	Tu-154B-2	AFL/West Sib.-OVV	mfd	jun80	f/n VKO 12may96, in Aeroflot c/s, no titles; l/n ROV 13aug01 soc 21jul03 as life-time expired; canx 04nov03; not in fleet list 01oct03; broken up; the forward fuselage was retained for training purposes and moved to Shakhty (N47.683432 E40.244981); f/n feb12; l/n 19sep21
	RA-85421 RA-85421 RA-85421 LZ-BTS UN-85422	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot TomsK Avia Sibir Balkan Aerotrans	VKO trf VKO ARN DME	21mar93 30mar94 08aug00 28jun80 07jul00	SatCom-equipped; rgd 08jun81; f/n Spenberg 23mar82; l/n Spenberg 17dec92 SatCom-equipped; l/n CKL 15aug02; overhaul completed 28dec03 SatCom-equipped; in full c/s similar to Rossiya, initially no titles; l/n without titles CKL may10; seen ALA 24sep10 with 'VVS Rossi' titles on fin; l/n CKL 06jan23 first Tu-154 based at TJM 01jul80; toc 04jul80; rgd 25jul80; f/n AER aug83; l/n SVO 12apr92
80A422	CCCP-85423 CCCP-85423 UK-85423 UK-85423	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad AFL/Uzbekistan not reported Uzbekistan Airways	mfd trf VKO TAS	20jun80 unknown 05sep93 08may95	l/n TJM 15may95, in Aeroflot c/s and titles in Aeroflot c/s, no titles leased from Tyumen Airlines since 06jun00; in basic Aeroflot c/s with Kolavia titles; repainted into full c/s late 2005; l/n DME 17aug08; in the process of being broken up KGP 17jul09; canx before nov09
80A424	CCCP-85424 UR-85424	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd KBP	25jun80 16jul93	f/n LHR 07feb81; CofA expired 28jun95; l/n OTP sep98/may99, wfu; canx 16nov98; broken up toc 30jul80; rgd 22aug80; f/n DME 23nov82; l/n BTK 01jul92
80A425	CCCP-85425 RA-85425 RA-85425 RA-85425	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia Aeroflot-Don	mfd LGW trf ROV	25jun80 25oct92 26jan95 10aug02	opb Baikalavia rgd 28apr94; f/n BTK 17nov94; in Aeroflot c/s and titles; l/n VKO 06jun99; seen DME 03sep00, in basic ex Aeroflot c/s with partial blue fin, no titles; CofR renewal 18apr01; awaiting overhaul by dec01, seen VKO 28jun/02aug02 with VARZ in basic ex Aeroflot c/s with partial blue fin and titles; rgd 24sep02 to AeroBratsk; l/n LED 29dec02 in basic ex Aeroflot c/s with partial blue fin; l/n DME 24jul04 in basic ex Aeroflot c/s with partial blue fin, CofR renewal 14feb06; l/n DME 25apr06; returned to Eurotrans OOO; broken up; t/t 38,144 hours and 14,304 cycles; not canx from Russian register toc 01aug80; rgd 22aug80; f/n TBS 20aug80 l/n RTM 04jul93
81A426	CCCP-85426 RA-85426 RA-85426	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd BRU CKL	17apr81 29mar93 21mar04	not in 2001 fleet list; seen TBS jun00/jul05, stored; broken up toc 29jul80; rgd 22aug80; f/n SXF 19apr81 Kazakhstan flag l/n CIT 10may98; see trf date next line ! Shymkent based; f/n ALA 13may99; l/n ALA 08jun01; seen ALA aug02/mar07 in graveyard; broken up toc 08aug80; rgd 22aug80; f/n SVX nov80; l/n LED 06sep92
80A427	CCCP-85427 RA-85427 RA-85427 RA-85427 RA-85427	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines Tyumen Airlines Kolavia	mfd DME trf VKO OVV	30jun80 20mar93 31aug94 19aug99 07jun01	f/n SVX 23aug95; seen SVX 15may10; l/n SVX 16may12, derelict; in the process of being broken up 21may12; wreck still present 27may12 toc 20aug80; rgd 22aug80; f/n DME 08apr81; converted to, see next line f/n TAS 15apr92; l/n TAS apr98 used for spares; broken up toc 15aug80; rgd 22aug80; f/n SVO 23apr85; l/n DME 10sep92
80A428	YR-TPL	Tu-154B-2	TAROM	rgd	27aug80	canx 25jun97; soc 03jul97 as life-time expired; seen TJM 27jul00/13aug01, derelict as CCCP-, RA- prefix faded; broken up toc 17feb81; rgd 25feb81; opb 235 OAO; f/n HEL 03jul82
80A429	CCCP-85429 RA-85429 RA-85429	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT Aeroflot Bratsk Avn Ent.	mfd OMS trf	18jul80 11jul93 20jan94	f/n VKO 12may96; l/n ROV 08aug01 offered for sale 13feb07 (without APU); l/n ROV 18feb08; broken up at ROV jun09 toc 19feb81; rgd 25feb81; opb 235 OAO; f/n HEL 17jul82
	RA-85429 RA-85429 RA-85429	Tu-154B-2 Tu-154B-2 Tu-154B-2	Eurasia Airlines AeroBratsk Gromov Air	VKO DME DME	21aug02 28jun03 09may05	f/n VKO 21apr94, in Aeroflot c/s and titles l/n ROV 10aug99 l/n ROV 18feb08; offered for sale feb08; broken up at ROV jun09; t/t 36,419 hours and 16,549 cycles toc 28aug80; rgd 18sep80; f/n DME 08apr81; l/n LED 07sep92
80A430	CCCP-85430 85430 4L-85430 4L-85430	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Georgia-TBS Orbi Orbi Georgian Airlines	mfd VKO VKO AMS	10jul80 21mar93 25jan94 26sep97	in basic ex Aeroflot c/s with partial blue fin and titles; rgd 24sep02 to AeroBratsk; l/n LED 29dec02 in basic ex Aeroflot c/s with partial blue fin; l/n DME 24jul04 in basic ex Aeroflot c/s with partial blue fin, CofR renewal 14feb06; l/n DME 25apr06; returned to Eurotrans OOO; broken up; t/t 38,144 hours and 14,304 cycles; not canx from Russian register toc 01aug80; rgd 22aug80; f/n TBS 20aug80 l/n RTM 04jul93
80A431	CCCP-85431 UN-85431 UN-85431 UN-85431	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan Aeroflot Kazakhstan Airlines Air Kazakhstan	mfd SVO IST trf	08jul80 16may93 19mar96 26sep96	not in 2001 fleet list; seen TBS jun00/jul05, stored; broken up toc 29jul80; rgd 22aug80; f/n SXF 19apr81 Kazakhstan flag l/n CIT 10may98; see trf date next line ! Shymkent based; f/n ALA 13may99; l/n ALA 08jun01; seen ALA aug02/mar07 in graveyard; broken up toc 08aug80; rgd 22aug80; f/n SVX nov80; l/n LED 06sep92
80A432	CCCP-85432 RA-85432 RA-85432	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals Aeroflot Ural Airlines	mfd SVX trf	31jul80 20apr93 24jul94	f/n SVX 23aug95; seen SVX 15may10; l/n SVX 16may12, derelict; in the process of being broken up 21may12; wreck still present 27may12 toc 20aug80; rgd 22aug80; f/n DME 08apr81; converted to, see next line f/n TAS 15apr92; l/n TAS apr98 used for spares; broken up toc 15aug80; rgd 22aug80; f/n SVO 23apr85; l/n DME 10sep92
80A433	CCCP-85433 CCCP-85433	Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Uzbekistan	mfd trf	aug80 21apr86	canx 25jun97; soc 03jul97 as life-time expired; seen TJM 27jul00/13aug01, derelict as CCCP-, RA- prefix faded; broken up toc 17feb81; rgd 25feb81; opb 235 OAO; f/n HEL 03jul82
80A434	CCCP-85434 RA-85434 RA-85434	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd DME trf	aug80 06may94 31aug94	f/n VKO 12may96; l/n ROV 08aug01 offered for sale 13feb07 (without APU); l/n ROV 18feb08; broken up at ROV jun09 toc 19feb81; rgd 25feb81; opb 235 OAO; f/n HEL 17jul82
80A435	CCCP-85435 CCCP-85435 RA-85435 RA-85435	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV Aeroflot Donavia	mfd trf VKO trf	22aug80 03jun83 17may93 25nov93	f/n VKO 21apr94, in Aeroflot c/s and titles l/n ROV 10aug99 l/n ROV 18feb08; offered for sale feb08; broken up at ROV jun09; t/t 36,419 hours and 16,549 cycles toc 28aug80; rgd 18sep80; f/n DME 08apr81; l/n LED 07sep92
80A436	CCCP-85436 CCCP-85436 RA-85436 RA-85436	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV Donavia Donavia	mfd trf VOG ROV	28jan02 12may83 25nov93 02jun96	l/n ROV 15jul94; l/n IST may98 and leased to Sibir 07jun99 until ?, see next line l/n VKO 24jun05; with additional 'Zavodu 411 GA-55 let' titles which means 55 years factory 411 (Mineralnye Vody)
80A437	CCCP-85437 RA-85437 RA-85437 RA-85437	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia ARZ 411 Sibir	mfd LGW trf rgd VKO	25aug80 18oct92 25nov93 07sep00 20jun99	in basic Sibir c/s with own titles and logo; seen jun06 with additional 'Zavodu 411 GA-55 let' titles; seen stored at VKO jul/aug06; seen in ARZ-411 at MRV mar09/aug12 in all-white c/s, no titles; broken up toc 03sep80; rgd 24sep80; f/n LED 04sep81; l/n TAS 15apr92
	RA-85437 RA-85437	Tu-154B-2 Tu-154B-2	Sibir c/s, n/t Karat	VKO VKO	11jul05 11aug05	
80A438	CCCP-85438 85438 UK-85438	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways	mfd TAS SHJ	30aug80 07apr93 04feb97	

	UK-85438 UK-85438	Tu-154B-2 Tu-154B-2	Pakistan Intl Aw Uzbekistan Airways	KHI TBS	28mar97 16jun97	leased from end 1996 until early 2001 but returned Summer 1997 l/n OVB 05jul04; stored OVB and for sale; not in fleet list 14dec07; canx before dec07 but date unknown; broken up
80A439	CCCP-85439 RA-85439	Tu-154B-2 Tu-154B-2	AFL/Urals-SVX Aeroflot	mfd SVX	29aug80 20apr93	toc 30aug80; rgd 19sep80; f/n DME 20sep85 seen DUS 24nov94 with 'Ural Airlines' sticker on nose
80A440	RA-85439 CCCP-85440 EY-85440 EY-85440	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Ural Airlines AFL/Tajikistan-DYU Tajik Air Tajikistan AI	trf mfd BHX	25jul94 sep80 22dec93 22jun95	f/n SHJ 08nov95; l/n LED 06jul06; still in fleet list 26oct06; broken up at SVX 20jun07/19jul07 toc 23aug80, see mfd; rgd 17oct80; f/n DYU 24apr84 Tajik Air was renamed Tajikistan Airlines in basic ex Aeroflot c/s with 'Tochikiston' titles and tail logo; l/n LHR 19aug95, as such; repainted in full c/s with Tajikistan titles; still in fleet list 30sep00; not in fleet list 2001, l/n DYU 13oct06, wfu; broken up at DYU nov11
80A441	CCCP-85441 RA-85441 RA-85441	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad Aeroflot Pulkovo Avia	mfd LHR trf	12sep90 17apr93 22nov94	toc 23sep80; rgd 16oct80; f/n LED 24jan81; l/n ARN 24mar90 l/n SVO 11apr94 f/n HAM 01nov97; still in fleet list 22feb05; seen LED 30jun05/26nov05, wfu without engines; fuselage only by may06; broken up at LED may07
80A442	CCCP-85442 EK-85442 EK-85442	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Armenia Aeroflot c/s, n/t Armenian Airlines	mfd VKO VKO	sep80 07sep93 13jun94	toc 27sep80; rgd 08oct80; f/n LED 27oct82; l/n EVN mar93 l/n VKO 28aug02; broken up but where and when unknown
80A443	CCCP-85443 RA-85443 RA-85443 RA-85443	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Far East-KHV Aeroflot Dalavia Dalavia	mfd KHV trf KHV	24sep80 28may93 01jun93 12may99	toc 01oct80; rgd 16oct80; f/n KHV apr82 l/n KHV 12may95, in Aeroflot c/s and titles wfu at KHV, seen may07 minus outer wings; served as a training mock-up for the Khabarovsk fire brigade (N48.539116 E135.19625) from mid 2010; l/n oct10/aug23
80A444	CCCP-85444 EX-85444	Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU Kyrgyzstan AI	mfd FRU	10sep80 09may95	toc 15oct80; rgd 27oct80; f/n LED 12sep87; l/n SHJ 30jan94 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; sat wfu at FRU from at least dec03 as per fleet list, seen sep04/sep10
80A445	CCCP-85445 CCCP-85445 UR-85445 UR-85445 UR-85445	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Ukraine AF/AFL c/s Ukraine Air Force BSL Airline Ukraine Air Force	mfd KBP VKO SHJ KBP	dec80 07sep92 21mar93 nov96 26jun99	rgd 14jan81; based at Orenburg; f/n Sperenberg 19mar81; l/n LHR 25jul91 operated in Avialiniyi Ukrainy c/s l/n KBP 15may98 carried 'Zbroini Syly Ukrainy' (Armed Forces of Ukraine) titles; seen wfu at KBP may02/04oct19, still with titles, reg (in white on faded blue) barely readable; broken up 2020 and the cockpit went to the new Odessa Aviation Museum and will become a flightsim
80A446	CCCP-85446 RA-85446	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian Air Force	mfd OVB	dec80 18may05	f/n Sperenberg 13jan81; rgd 14jan81; seen VKO 26sep86; l/n KHV 30aug89 current on Russian register by feb98; in basic Aeroflot c/s but with white nose, no titles; based at Khabarovsk-Tsentralny; l/n HTA jun14, active; seen Samara-Bezmyanka mar15, after overhaul; in colours similar to Rossiya with 'VVS Rossii' titles; l/n KHV 15dec21
80A447	CU-T1222 CU-C1222	Tu-154B-2 Tu-154B-2	Cubana Cubana Cargo	d/d HAV	08dec80 10oct99	l/n HAV 24mar99 seen HAV 09jan01/20apr02 without registration or colour scheme; reported again HAV 03mar03 at Aerocaribbean facilities; nothing reported since (here or in Russia) and probably broken up
80A448	CCCP-85448	Tu-154B-2	AFL/Urals-SVX	mfd	oct80	toc 26oct80; rgd 11nov80; opb 1-y Sverdlovskii OAO; w/o 08sep81 when caught fire while being refuelled at Tashkent and burnt out, no casualties; canx 20sep81 and soc 28sep81
80A449	CCCP-85449 UK-85449	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	oct80 19may94	toc 25oct80; rgd 13nov80; f/n TAS 14sep83; l/n TAS 15apr92 in fleet list jan03 as stored; l/n TAS 25may04; not in fleet list 14dec07; stored at TAS, l/n aug09/jun10; broken up 2011
80A450	CCCP-85450 RA-85450 RA-85450 RA-85450	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Tyumen Airlines Bashkirian AI Permskiye Avialin.	mfd trf rgd rgd	23oct80 31aug94 20may02 23apr03	rgd 27nov80; on charge as of 01jan81; f/n DME 18sep85 f/n TJM 14may95, in Aeroflot c/s and titles; l/n TJM 27jul00, wfu f/n DME 29jun02; l/n UFA 10feb03 already f/n DME 16apr03; l/n active DME 11aug06; seen PEE apr10/ feb14 (N57.920666 E56.023402), wfu minus engine parts; t/t 37,337 hours and 17,391 cycles rgd 11dec80; on charge as of 01jan81; f/n DME 23nov82
80A451	CCCP-85451 RA-85451 RA-85451 RA-85451	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines Sibir	mfd DME trf VKO	28oct80 20mar93 31aug94 29jul00	still in full Aeroflot c/s with titles; l/n TJM 14may95, without engines toc to ARZ-411 05nov99 and leased to Sibir 22sep99/31dec01; spc 25apr06 as life-time expired; h/o to Novosibirsk-Tolmashovo airport sep06 for use for training by rescue services, seen as such mar07/apr13; broken up at OVB
80A452	CCCP-85452 CCCP-85452 RA-85452 RA-85452 RA-85452	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tajikistan-DYU AFL/North Kavkaz Aeroflot Donavia Donavia	mfd trf OVB trf DUS	20oct80 25oct87 20apr93 25nov93 08aug98	toc 15nov80; rgd 09dec80; f/n DYU 19sep87 f/n VKO 25jan94, in Aeroflot c/s and titles; seen DME 28aug95, in Aeroflot c/s, no titles rgd 11apr00 to Aeroflot-Don; l/n IST 04jun01; t/t 37,337 hours and 17,391 cycles; canx 30nov06
80A453	CCCP-85453 RA-85453 RA-85453 RA-85453 RA-85453	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT Aeroflot Baikalavia Rusavia Baikal c/s, n/t	mfd OMS trf VKO IKT	21nov80 11jul93 07feb95 22jul00 05jun01	toc 03dec80; rgd 19dec80; f/n YKS 06jun85; l/n LED 07sep92 f/n VKO 12may96; l/n VKO 20may00; carried 'Baikal Airlines' titles in basic Baikal c/s; Rusavia went bankrupt dec00; l/n DXB 16aug00
80A454	CCCP-85454 RA-85454 RA-85454 RA-85454 RA-85454	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia Permskiye Avialin.	mfd LED trf DME	15nov80 16jun93 25nov93 20aug03	seen OVB jul03/apr06, stored, engineless; soc 20jan06 as life-time expired; broken up aug06 toc 04dec80; rgd 19dec80; f/n LED 16may85; l/n FRA 13aug88; l/n VKO 16aug92 f/n FRA 08may94; seen ROV 13aug01/10aug02, wfu with additional small 'Sberbank' titles jun06; rgd 05mar04; l/n DME 22nov06 in full c/s; reportedly removed from service spring 2007 and seen stored PEE (N57.921241 E56.024938) sep08; seen 08mar10, minus engines and still present oct11/mar14; broken up in 2015; t/t 37,224 hours and 17,022 cycles; canx before apr16; the cockpit and part of the cabin was sold to Krylya Sovetov Virtual Aviation Center at Chelyabinsk, with cockpit and business class salon restored; f/n aug18; l/n may19
80A455	CCCP-85455 CCCP-85455	Tu-154B-2 Tu-154B-2	AFL/Leningrad LOT	mfd lsd	nov80 09may85	on charge as of 01jan81; rgd 04jan81; f/n HAM 04jan81; l/n LGW 25aug84 01mar85 according to the MGA document; ferried from the Soviet Union to Poland 07may85; carried 'Aeroflot/Chartered by LOT Polish Airlines' titles, returned 05oct88; see next line
	CCCP-85455 CCCP-85455 UN-85455	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Kazakhstan Aeroflot	trf trf DUS	20mar86 17may89 28aug93	on paper only ?, see lease details on the previous line l/n DME 20mar93 based Karaganda; dbr 21jan95 on take-off from Karachi when overrun runway; in basic Aeroflot c/s with Kazakhstan flag; soc 26jun95; still present, derelict near hangars 09oct00/jan14; broken up according to GE images, starting dec15 and completed by 21jan16
80A456	CCCP-85456 CCCP-85456 CCCP-85456 RA-85456 RA-85456 RA-85456 RA-85456 RA-85456 RA-85456	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Latvia AFL/Privolzhsk-GOJ Aeroflot Nizhni Novgorod AI KrasAir Nizhni Novgorod AI Kuban Airlines	mfd trf trf IKT trf DME SHJ rgd	16mar81 12aug83 14dec83 02jun93 25nov93 20jun99 14feb00 21nov00	toc 01apr81; rgd 09apr81; opb 235 OAO; f/n HEL 04jun83 in Aeroflot c/s and titles; l/n DXB 03feb98, as such with titles but no tail logo; was leased as such for several months l/n SHJ 29mar00; in KrasAir fleet list 2000; CofR renewal 25oct00 leased from Nizhni Novgorod AI; CofR renewal 31may01, leased from Panaviatrans OOO 24apr01; in Aeroflot c/s, no titles; f/n RKT 19may01; l/n VKO 23oct03
	RA-85456	Tu-154B-2	Atlant-Soyuz	rgd	02dec03	to Mega Aero with operator as Atlant-Soyuz; leased 09sep03/01nov04; f/n VKO 18apr04, in basic ex Aeroflot c/s with titles; seen GOJ (N56.223060 E43.790708) aug05/jul23, wfu; t/t 31,230 hours and 14,761 cycles late mfd; toc 13jul82; rgd 11oct82 f/n VKO 20sep85
80A457	CCCP-85457 CCCP-85457 RA-85457 RA-85457	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/GosNII GA AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd trf trf trf	nov81 24aug84 17jul93 15dec94	named 'Stavropolye'; f/n SNN 16sep95; l/n MRV 28sep11/12sep24, stored toc 11dec80; rgd 13mar81; f/n DOK aug85
80A458	CCCP-85458 CCCP-85458 CCCP-85458 RA-85458 RA-85458	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk Aerovolg Nizhni Novgorod AI Nizhni Novgorod AI	mfd trf trf BUD	29nov80 04nov91 25nov93 05jun97	f/n PFO 27mar95, in Aeroflot c/s and titles in Aeroflot c/s, no titles; seen RKT 09apr00; CofR renewal 25oct00; CofR renewal 01jun01 to Panaviatrans OOO; was also leased by Kuban Airlines in 2001; l/n GOJ 09aug01 photo with small titles only; seen GOJ 16jan04; l/n ZIA aug05; soc 23jan06 as life-time expired; broken up toc 11dec80; rgd 04jan81; f/n DME apr84
80A459	RA-85458 CCCP-85459 RA-85459 RA-85459	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Nizhni Novgorod AI AFL/Urals-SVX Aeroflot Ural Airlines	GOJ mfd DME	2001 nov80 09jul93 25jul94	seen SHJ 12dec94 with 'Ural Airlines' sticker on nose f/n SVX 23aug95; involved in an incident at IKT 03may05; soc 29jun06 as life-time expired; seen SVX (N56.749447 N60.783768) jun06/jun16, wfu, no engines, with titles scrubbed out; seen 01sep18, painted all silver with no marks and no engines; l/n 12jul24
80A460	CCCP-85460 UR-85460	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrainy	mfd TLS	dec80 28oct93	toc 30dec80; rgd 18feb81; l/n SXF 25apr81; l/n KBP 07sep92 seen KBP jul99/aug06, stored; broken up at KBP sep06, cockpit section seen that month
80A461	CCCP-85461 RA-85461 RA-85461	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/West Sib.-OVB Aeroflot Sibir	mfd VKO trf	dec80 23may94 27dec94	toc 31dec80; rgd 26jan81; l/n OVB 25sep86; l/n DME 16aug92 f/n DME 11jul98; l/n OVB 09jul05; soc 25apr06 as life-time expired; seen OVB sep10/22oct10, wfu/derelict, many parts missing; broken up
80A462	CCCP-85462 RA-85462 RA-85462 RA-85462	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT Aeroflot Baikalavia Tesis	mfd IKT trf SVO	10dec80 06jul94 07feb95 may99	toc 09jan81; rgd 02feb81; f/n IKT apr82 f/n TAS 06oct97; carried 'Baikal Airlines' titles seen IKT 05jun01; canx 20feb03; l/n IKT 14oct03, with engines and parts missing; broken up at IKT nov03; t/t 30,057 hours and 11,622 cycles
80A463	CCCP-85463 RA-85463 UN-85463 UN-85463	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Air Kazakstan Kazakh Air Force	rgd Kln ALA ALA	13feb81 16aug96 24sep00 08jun01	f/n Sperenberg 18mar81 canx 12mar01 seen ALA jun02/may04, stored in the military area, in Aeroflot c/s, no titles and Kazakh flag on fin; broken up ALA

80A464	CCCP-85464 85464 UN-85464	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Kazakh Government Kazakh Government	mfd VKO ALA	12mar82 08jul92 22apr93	rgd 14jun82; f/n Sperenberg 24jun82; l/n CKL 09apr91; SatCom-equipped SatCom-equipped; l/n ZRH 30jan93 without prefix SatCom-equipped; with additional small Aeroflot titles below cheatline on forward fuselage this date; opb Berkut; reportedly the personal aircraft of the Minister of Defence; l/n ALA 02jul18 being broken up rgd 04sep81; on charge as of 01jan82; f/n VKO 28apr84 l/n MSQ 08sep93 seen intact MSQ may05; l/n MSQ 11aug06, in two parts; broken up toc 09jan82; rgd 18jan82; f/n VKO 28apr84
80A465	CCCP-85465 CCCP-85465 EW-85465	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Belarus Belavia	mfd trf MSQ	22aug81 16nov85 10jul94	
80A466	CCCP-85466 CCCP-85466 CCCP-85466 CCCP-85466 EY-85466	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Tyumen AFL/Tajikistan Tajikistan Al	mfd trf trf trf SHJ	dec81 04dec86 23nov87 17jan95	to Tajik Air in 1993 which was renamed Tajikistan Airlines in full c/s with Tajikistan titles; in fleet list 01nov04 as lsd to Aerofreight; l/n DME 26nov06; seen DYU 01sep07, wfu; in fleet list 19oct07 as such; scrapped at DYU nov08, seen without outer wings 21nov08, totally scrapped by may09 toc 07feb81; rgd 25feb81; f/n LED 12sep87; l/n DME 16aug92
81A467	CCCP-85467 RA-85467 RA-85467 RA-85467 RA-85467 RA-85467	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals-CEK Aeroflot Aeroflot c/s, n/t Aviaprima Sochi Chelyabinsk Avia Eurasia	mfd HEL IST SXF trf VKO	27jan81 15may93 22jun93 14aug93 01jan95 06sep02	small titles; l/n SHJ 27jan94; leased from Chelyabinsk Avia f/n CEK 22aug95; l/n VKO 21aug01 in white c/s with additional 'National Football Team of Russia' titles in Russian and English and National Football Team logo on nose; l/n operational DME 23aug03; transported on a barge on the Volga river and Moskva canal from Samara to Dubna around 01/05jun10; used for tests at the "Moskovski kompleks TsAGI" test range west of Dubna (on a wooded peninsula on the shore of Domkinski zaliv bay of the reservoir N56.725621, E37.094527) and l/n in good condition jun12 rgd 07apr81; on charge as of 01jul81; f/n DME 30aug88
81A468	CCCP-85468 CCCP-85468 RA-85468 RA-85468 RA-85468 RA-85468 RA-85468 RA-85468 RA-85468 RA-85468 RA-85468 RA-85468 RA-85468 RA-85468 RA-85468	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk AFL/Arkhangel.-ARH Arkhangelsk Al East Line Karat Karat Arkhangelsk Al Samara Arkhangelsk Al Utair Aeroflot-Nord Gromov Air Aeroflot-Nord	mfd trf SVO trf PRG rgd VKO rgd KUF rgd rgd SVO DME SVO	27jan81 29feb91 27aug93 24feb95 04may97 19jul00 10sep00 17jul01 27jun02 30dec02 30apr04 01may05 17nov05 21apr06	l/n PED 30dec97 f/n VKO 22jul00, in basic Aeroflot c/s, no titles in basic Aeroflot c/s, with titles; l/n VKO 08jul01 confirmation welcome as not in Samara fleet list 19nov02 seen VKO 06may03, in basic Aeroflot c/s, no titles; rgd to North Leasing 26jan04; l/n SHJ 29feb04 in basic Aeroflot c/s with titles; f/n KUF 07jul04; leased from North Leasing 01apr/31dec04 in basic Aeroflot c/s, no titles; l/n SVO 20aug05 in basic Aeroflot c/s with white tail, Cyrillic titles in basic Aeroflot c/s, no titles; l/n active SVO 30jun06; offered for sale oct06, but obviously not sold; wfu jun07; stored at ARH without engines, seen aug07/nov07; broken up at ARH jan09; t/t 28,478 hours and 11,934 cycles toc 10feb81; rgd 23feb81; photo AER 1982; f/n SVO 29aug81 l/n DME 30aug93 in basic ex Aeroflot c/s with 'Tochikiston' titles and tail logo; l/n SHJ mar95; Tajik Air was renamed Tajikistan Airlines in full c/s with Tajikistan titles; l/n SHJ 27jan03; in fleet list 01nov04 as lsd to Aerofreight; seen 24mar06/01sep07, wfu; in fleet list 19oct07 as stored; broken up by 2009 toc 05feb81; rgd 25feb81
81A469	CCCP-85469 CCCP-85469 EY-85469 EY-85469	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV AFL/Tajikistan Tajik Air Tajikistan Al	mfd trf SHJ	jan81 23oct87 20mar94 feb96	on charge as of 01oct8. (exact year unknown) on charge as of 01jan91; l/n ULV 09sep92, with Russian flag date unknown, but titles still visible under paint 25jul00 Ulyanovsk Higher Aviation School of Civil Aviation; in basic Aeroflot c/s, initially without titles; new CoFR issued 11jun02; carried small 'UVAU GA' titles on the nose from 2004; seen operational VKO 18oct10; wfu in late 2011; sat wfu at ULV, l/n nov13; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291741 E48.232576) from 04jul14; l/n aug24 toc 12feb81; rgd 06mar81
81A470	CCCP-85470 CCCP-85470 CCCP-85470 CCCP-85470 CCCP-85470 RA-85470 RA-85470 RA-85470 RA-85470	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ulyanovsk HFS AFL/East Siberia AFL/Ulyanovsk HFS AFL/Privolzhsk AFL/Ulyanovsk HFS AFL/Ulyanovsk HFS AFL/Ulyanovsk HFS Ulyanovsk HFS Novosibirsk Al UVAU GA	mfd trf trf trf trf trf trf trf ULV trf ATH	27jan81 23jul82 unknown 06jul90 unknown 31aug93 28feb94 25apr00	on charge as of 01oct8. (exact year unknown) on charge as of 01jan91; l/n ULV 09sep92, with Russian flag date unknown, but titles still visible under paint 25jul00 Ulyanovsk Higher Aviation School of Civil Aviation; in basic Aeroflot c/s, initially without titles; new CoFR issued 11jun02; carried small 'UVAU GA' titles on the nose from 2004; seen operational VKO 18oct10; wfu in late 2011; sat wfu at ULV, l/n nov13; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291741 E48.232576) from 04jul14; l/n aug24 toc 12feb81; rgd 06mar81
81A471	CCCP-85471 RA-85471 RA-85471 RA-85471 RA-85471	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/West Sib.-OVB Aeroflot Aerokuznetsk Aerokuzbass Sibir	mfd DME trf AAQ DME	16jan81 20mar93 31mar94 06sep00 18aug02	f/n OVB 05aug96; l/n FJR 06nov99 l/n DXB 06oct00 leased from Aerokuzbass since 20may02; l/n DME 11oct04 active; still in JP-07 under Aerokuzbass; seen NOZ sep11/nov14, stored; broken up at NOZ in the first quarter of 2015 toc 11feb81; rgd 26feb81; f/n DME apr82
81A472	CCCP-85472 CCCP-85472 RA-85472 RA-85472 RA-85472 RA-85472 RA-85472 RA-85472	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Siberia AFL/Privolzhsk-KUF Aeroflot Samara Air Moravia Samara MALEV	mfd trf KUF trf trf PRG IST mfd	31jan81 04mar89 25apr93 24nov94 20apr95 21mar96 06feb81	l/n BRQ 15apr95, in Aeroflot c/s and titles, stored leased from Samara stored at KUF, l/n may05; broken up at KUF mar/apr07; t/t 32,077 hours and 14,149 cycles rgd and d/d 28feb81; last service 16feb01 SOF-BUD and put into store 28feb01 awaiting sale; titles removed 13apr01; was to be bought by Avial but sold to Azerbaijan and flew 23/24apr02 to receive its CofA; delivered to Azerbaijan 29may02 and canx same day f/n DME 22jun03; l/n GYD 13nov07, wfu, cut into 2 pieces; scrapped dec07 d/d 06mar81; rgd 07mar81; last service HEL-BUD 26oct00; into store 08dec00; titles removed 17apr01; flew 04aug01; was to be bought by Avial but sold to Azerbaijan and flew 23/24apr02 to receive its CofA; delivered to Azerbaijan 23may02 and canx same day
81A474	4K-473 HA-LCP	Tu-154B-2 Tu-154B-2	Turan Air MALEV	mfd	01jul02 06feb81	in basic MALÉV c/s with 'Turan Air' titles; l/n GYD 09jul08 rgd 18mar81; on charge as of 01apr81 rgd DYU 01may89; l/n DME 12apr92; to Tajik Air in 1993 which was renamed Tajikistan Airlines in basic ex Aeroflot c/s with 'Tochikiston' titles and tail logo; l/n DME 10jul05; in fleet list 01nov04 as lsd to Aerofreight; seen DYU 01sep07, wfu; seen DYU apr09 being broken up; hulk still present 2016, according to a GE image toc 02mar81; rgd 17mar81; f/n SXF 24apr81; l/n KBP 07sep92 f/n VKO 17jul93, seen derelict at KBP sep99/may04; canx 17mar06; broken up aug06 toc 14mar81; rgd 30mar81; f/n IKT 25sep86
81A475	4K-85474 4K-474 CCCP-85475 CCCP-85475 EY-85475	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Turan Air Turan Air AFL/Privolzhsk-KUF AFL/Tajikistan Tajikistan Al	DME DME mfd trf SHJ	09aug02 16aug02 14feb81 26dec87 23feb95	f/n KHV 12may99; l/n active GMP 22nov07; operator ceased operations 19oct08; seen KHV mar09/oct13, stored; reported broken up in 2014 toc 03apr81; f/n SXF 17apr81; rgd 28apr81 l/n DME 10sep92 l/n SHJ 26nov95; was trf 26sep96 to Air Kazakhstan, Karaganda based, but never had such titles l/n SHJ 01apr00; had United Nations flag in the past; reported for Yuzhnaya with additional 'Kazakhstan Airlines' titles with additional 'Kazakhstan Airlines' titles; l/n SHJ 25mar04 with additional 'Kazakhstan Airlines' titles, these were removed by 02nov04; seen TSE (N51.020325 E71.452497) jul06/may14, stored; seen TSE 08may15/20may15, front section of the fuselage missing and nose up and in the process of being broken up, gone by 30may15 toc 10apr81; f/n SXF 18apr81; rgd 28apr81; seen LBG 04jun81 with exhibition code "353"; l/n LBG 07jun81 w/o 24sep88 on a flight from Yerevan to Aleppo (Syria) with the centre of gravity being out of the envelope when touched down with more than 4 g following an unstable visual approach in light turbulence, the nose gear collapsed and the fuselage broke up, all 10 crew and 158 passengers safe; soc and canx 23dec88; see RA-85479(2) with unknown c/n toc 01apr81; rgd 21apr81; opb 400 LO 1-go Krasnoyarskogo OAO; w/o 16nov81 on a flight from Krasnoyarsk to Norilsk, on final approach to Norilsk at night with the maximum landing weight exceeded by 2,280 kg (resulting in a forward shift of the centre of gravity) the aircraft lost longitudinal stability due to lack of elevator effect and dropped below the glide path, the crew tried to go around, but the aircraft did not react to the elevator, came down hard in a snow-covered field 472 metres before the runway threshold, hit an obstacle 42 metres further on and broke up, 4 of the 7 crew and 95 of the 160 passengers killed and all survivors injured; t/t 1,889 hours 26 minutes and 697 cycles; soc 27feb82 toc 10apr81; rgd 05may81; f/n LED 02jun82; l/n DME 12apr92
81A476	CCCP-85476 UR-85476	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	feb81 22jan93	
81A477	CCCP-85477 RA-85477 RA-85477	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Far East-KHV Aeroflot Dalavia	mfd KHV trf	28feb81 24may93 01jun93	
81A478	CCCP-85478 CCCP-85478 UN-85478 UN-85478 UN-85478 EX-017 UN-85478	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Kazakhstan Aeroflot Aeroflot c/s, n/t Yuzhnaya Yuzhnaya Yuzhnaya	mfd trf SXF ALA SHJ TSN ALA	24mar81 31dec81 31may93 13may98 mar02 16oct03 29may04	
81A479	CCCP-85479(1) CCCP-85479(1)	Tu-154B-2 Tu-154B-2	AFL/International AFL/Armenia-EVN	mfd trf	31mar81 23jan82	
81A480	CCCP-85480	Tu-154B-2	AFL/Krasnoyar.-KJA	mfd	24mar81	
81A481	CCCP-85481 RA-85481 RA-85481 RA-85481 RA-85481	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines Tyumen Airlines Kolavia	mfd DME trf SHJ LED	31mar81 30aug93 31aug94 09feb97 16aug05	l/n TJM 15may95, in Aeroflot c/s and titles l/n TJM 25aug03; offered for sale on the Internet 16jun04 l/n DME 06sep08; reported scrapped KGP prior to 2011 toc 16apr81; rgd 27apr81; opb 235 OAO; f/n CDG 16jun83 l/n KBP 07sep92 with white tail, no flag f/n KBP 17jun93; seen KBP apr03/nov06, stored, engineless; canx 17mar06; not present may07; broken up
81A482	CCCP-85482 CCCP-85482 UN-85482	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Ukraine-KBP Avialini. Ukrayiny	mfd trf rgd	mar81 05mar88 21jan93	l/n LHR 04may81; wfu SOF jan99; l/n SOF jun99 as such; scrapped may00 f/n LHR 16may81 l/n DUS 22aug93 opb Balkan; l/n FRA 06jun96
81A483	LZ-BTT	Tu-154B-2	Balkan	d/d	apr81	
81A484	LZ-BTU LZ-BTU LZ-BTU	Tu-154B-2 Tu-154B-2 Tu-154B-2	Balkan Palair Macedonian ex Palair c/s, n/t	d/d STR ZRH	apr81 20apr91 13aug94	

	LZ-BTU	Tu-154B-2	Balkan	NUE	29aug96	in all-white c/s; last flight 31oct96 to BOJ and preserved in the Burgas Airport Aviation Exposition museum (since closed); in all-white c/s with titles and just 'U' on the nose wheel door; moved and now preserved in the Burgas Air museum, which officially opened 30jun17 (N42.5651283 E27.5191596); l/n BOJ 19jul20 on charge as of 01jul81; rgd 13jul81; f/n OVB 1987
81A485	CCCP-85485 RA-85485 RA-85485 RA-85485 RA-85485	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/West Sib.-OVB Aeroflot Tomsk Avia Tomsk Avia Sibir	mfd DME trf DME VKO	25may81 20mar93 30jan94 11jul98 06aug99	f/n DME 28aug95, in Aeroflot c/s, no titles; l/n DME 02sep97 l/n DME 20sep98 leased from Tomsk Avia since 03nov98; had additional 'Sberbank 160 let' (160 years Savings Bank of Russia) titles for some time; soc 01may06 as life-time expired; l/n OVB 15nov06, wfu with parts missing; broken up at OVB jan07 toc 05jun81; rgd 15jun81; opb 235 OAO; f/n CGN 22nov81; l/n HEL 22oct83
81A486	CCCP-85486 CCCP-85486 RA-85486 RA-85486 EW-85486 RA-85486 RA-85486 RA-85486	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Yakutiya Aeroflot Sakha Avia Gomelavia Atlant-Soyuz Karat Gromov Air	mfd trf DME trf SNN rgd VKO DME	29apr81 01aug84 02apr94 15jun94 31jul00 31may04 20may05 12jul05	canx 03jul00 as rented to Belarus 'G A' logo on fin f/n VKO 10jul04; l/n VKO 26aug04 in basic ex Aeroflot c/s, no titles; l/n DME 05jul05 in basic ex Aeroflot c/s, Cyrillic titles, no tail logo; seen DME 15aug09; parked on the grass; seen DME aug10/feb14 as such; broken up; t/t 19,588 hours and 7,930 cycles; canx before apr16 toc 14may81; rgd 15jun81; opb 186 LO Dushanbinskogo OAO; f/n DYU 19sep87; l/n DME 12apr91 initially in basic Aeroflot c/s with 'Tochikiston' titles; l/n as such DME 26aug95; Tajik Air was renamed Tajikistan Airlines in full c/s with Tajikistan titles; l/n DXB mar02 in full Tajikistan Airlines c/s with Tajikistan titles and additional Daallo Airlines titles on the forward fuselage in full c/s with Tajikistan titles; l/n DME 17oct04; sat wfu at DYU, seen 01sep07; in fleet list 19oct07 as stored; scrapped at DYU, only the tail remained by 13dec08 d/d 04jun81; rgd 08jun81; seen LHR 17oct87; canx 15apr92 l/n ORY may92; seen PMI 09aug92; l/n PRG oct92; canx 10feb93 on charge as of 01jan93; l/n PRG 25jan93, still in basic Ensor c/s with 'Aeroflot' titles; rgd 08feb93; seen PRG 14mar94, and ATH 1995 as such seen KZN aug01/aug05, stored, no engines; soc 31oct05 as life-time expired; not present 07aug07; broken up toc 22may81; rgd 08jun81; f/n SVO 01sep83; l/n KJA 01jul92 opb KrasAir sep93 l/n active GOJ 01sep06; seen KJA jul07/aug07, stored; broken up at KJA by may10; t/t 39,936 hours and 14,403 cycles toc 25may81; rgd 15jun81; f/n HAM 05jul81; l/n KBP 07sep92 f/n LED 17jun93; seen KBP apr03/jun06, wfu; canx 17mar06; not present may07; broken up rgd 29jun81; on charge as of 01jul81; f/n HEL 01aug81 l/n DME 01sep93 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n FRU 11may98; seen again FRU jul02/nov04, dumped; in fleet list 31dec03 as stored; broken up toc 05jun81; rgd 24jun81; f/n LED 19jul86
81A487	CCCP-85487 EY-85487 EY-85487 EY-85487	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tajikistan Tajik Air Tajikistan Al Daallo Airlines Tajikistan Al	mfd SHJ DME DXB SHJ	apr81 20jan94 04aug01 nov02 25apr04	
81A488	OK-BYB OK-LCP RA-85488 RA-85488	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	CS-Gvt (LSFMV) Ensor Air Avial. Tatarstana Avial. Tatarstana	mfd rgd trf FRA	apr81 15apr92 unknown 12jul95	
81A489	CCCP-85489 RA-85489 RA-85489	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk Aeroflot KrasAir	mfd SVO DME	13may81 16may93 25aug97	
81A490	CCCP-85490 UR-85490	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	may81 22jan93	
81A491	CCCP-85491 CCCP-85491 CCCP-85491 EX-85491	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad AFL/Kyrgyzstan Kyrgyzstan Al	mfd trf DME	27may81 17oct89 25may94	
81A492	CCCP-85492 CCCP-85492 85492 EZ-85492	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Turkmenistan Al Turkmenistan Al Turkmenistan Al	mfd TAT SVO IST	28may81 25nov92 26apr93 06may93	
81A493	CU-T1224	Tu-154B-2	Cubana	d/d	02jul81	
81A494	CCCP-85494 RA-85494 RA-85494	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd VKO trf	16jun81 31aug93 15dec94	
81A495	CCCP-85495 CCCP-85495 RA-85495 RA-85495 RA-85495 RA-85495 RA-85495	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/North Kavkaz Donavia Donavia ARZ 411 Sibir	mfd trf trf VKO rgd VKO	26jun81 19mar82 25nov93 26aug95 07may99 05aug99	
	RA-85495 RA-85495	Tu-154B-2 Tu-154B-2	Karat Avialin. Dagestana	VKO MRV	29apr05 06jan08	
81A496	CCCP-85496 CCCP-85496 CCCP-85496 85496 4L-85496 4L-85496 4L-85496 4L-85496	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Georgia Aeroflot Georgia Orbi Orbi Georgian Airlines Air Libya Tibesti no titles	mfd trf VIE MLA ORY VKO SHJ TBS	30jun81 16apr82 30nov91 16nov92 20jan94 16apr97 12oct03 mar05	
81A497	CCCP-85497 CCCP-85497 CCCP-85497 EX-85497	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad AFL/Kyrgyzstan Kyrgyzstan Al	mfd trf trf DME	16jul81 18jun82 26feb90 10oct94	
81A498	CCCP-85498 CCCP-85498 RA-85498 RA-85498	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Tyumen Aeroflot Tyumen Airlines	mfd trf DME trf	21jul81 07jul82 20mar93 31aug91	
81A499	CCCP-85499 UR-85499	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	jul81 21jan93	
81A500	CCCP-85500 RA-85500 RA-85500	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk-KUF Aeroflot Samara	mfd KUF trf	18jul81 25apr93 24nov94	
81A501	7O-ACN	Tu-154B-2	Alyemda	SXF	05oct81	
81A502	CCCP-85502 RA-85502 RA-85502	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd DME trf	aug81 02sep93 31aug94	
81A503	CCCP-85503 RA-85503 RA-85503 RA-85503	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT Aeroflot Baikalavia Tesis	mfd IKT trf IKT	24aug81 02jun93 07feb95 05jun01	
81A504	CCCP-85504 RA-85504 RA-85504 RA-85504 RA-85504 RA-85504 RA-85504 RA-85504	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/West Sib.-OVB Aeroflot Sieveraero Omskavia Sibaviatrans Aeroflot c/s, n/t Tatarstan UTair	mfd LED DME DME DME VKO SHJ rgd	07aug81 17jun93 20sep98 18nov98 17jun99 19aug99 02feb00 13may03	
81A505	CCCP-85505 CCCP-85505 RA-85505	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk Aeroflot KrasAir	mfd DME DME	28aug81 26feb92 06sep93	
81A506	CCCP-85506 CCCP-85506 RA-85506 RA-85506 RA-85506	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk AFL/East Siberia Aeroflot Chita Avia Sayany	mfd trf SVO trf rgd	31aug81 07mar89 20apr93 29jul93 30sep98	
81A507	CCCP-85507 CCCP-85507 85507	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan AFL/Turkmenistan Turkmenistan Al	mfd trf SVX	21sep81 26jul90 20apr93	

	EZ-85507	Tu-154B-2	Turkmenistan AI	DME	20may93	l/n IST 26aug98; sole Tu-154 in nov99 fleet list; not in fleet list 2001/feb08; seen ASB apr02/nov08, wfu; for sale early 2008, t/t 26,763 hours and 13,523 cycles; broken up ASB 2012 toc 01oct81; rgd 28oct81; f/n SVO 23apr85
81A508	CCCP-85508 RA-85508	Tu-154B-2	AFL/Urals	mfd	25sep81	l/n SVX 20apr93
	RA-85508	Tu-154B-2	Aeroflot	SVX	25sep92	f/n SHJ sep94; l/n stored SVX 20aug12; broken up nov12
81A509	CCCP-85509 CCCP-85509	Tu-154B-2	Ural Airlines	trf	25jul94	toc oct81; rgd 05nov81; f/n KBP 1981
	EW-85509	Tu-154B-2	AFL/Magadan	mfd	30sep81	l/n MSQ apr93
	EW-85509	Tu-154B-2	AFL/Belarus	trf	25jun90	l/n FRA 31aug01
	EW-85509	Tu-154B-2	Belavia	MRV	15may96	l/n DMB 29dec03, basic Belavia c/s; leased from Belavia
82A510	EW-85509 CCCP-85510	Tu-154B-2	Shaheen Air Intl Belavia	DXB	30jan02	seen MSQ aug07/apr11, stored; not in Belavia fleet list feb08; l/n MSQ dec12/jul17, stored
		Tu-154B-2	Soviet Gvt/AFL c/s	MSQ	09may05	toc 24sep83; rgd 12oct83; year in c/n from the Russian Register and MGA document; f/n NUE 05jan84; seen LHR 15dec84 on VIP flight; l/n ORY 02oct85; trf 06aug90 to the Soviet Air Force, based at Chita, with military unit 55345
	RA-85510	Tu-154B-2	Russian AF/AFL c/s	VKO	07sep93	seen DME 07jul04 in absolutely non-standard c/s; l/n CKL sep08 and OVB oct08 with 'City of Chita' logo by 1st door; l/n SVX 19nov11
	RF-91822	Tu-154B-2	Russian air Force	Sae	16jul13	test flown after overhaul, bare metal with just a registration and Russian flag painted on; seen fully painted in colours similar to Rossiya SVX 05sep13; l/n OVB 14jun24
81A511	CCCP-85511 EY-85511	Tu-154B-2	AFL/Tajikistan	mfd	oct81	toc 06nov81; rgd 16dec81; f/n SXF 15jun82; still CCCP- 09jul93
	EY-85511	Tu-154B-2	Tajik Air	DME	01sep93	in basic ex Aeroflot c/s with Tajik Air titles and tail logo; Tajik Air was renamed Tajikistan Airlines
		Tu-154B-2	Tajikistan AI	SHJ	13apr95	in basic ex Aeroflot c/s with 'Tochikiston' titles; later repainted in full c/s with Tajikistan titles; l/n DME 18aug05; seen DYU wfu 24mar06/01sep07; in fleet list 19oct07 as stored; broken up by 2009
81A512	CCCP-85512 CCCP-85512	Tu-154B-2	AFL/GosNII GA	mfd	31oct81	rgd 12jan82; toc unknown
	RA-85512	Tu-154B-2	AFL/East Siberia	trf	13jul82	f/n SVO 21sep85; l/n DME 12apr91
	RA-85512	Tu-154B-2	Aeroflot	VKO	15may93	l/n ULY 17aug99
	RA-85512	Tu-154B-2	Baikalavia	trf	07feb95	f/n IKT 05jun01; carried 'Baikal Airlines' titles
	RA-85512	Tu-154B-2	Tesis	DME	17aug03	lsf Baikalavia since 28sep01 but sold to Tesis 07may04; named 'Vladimir Kondakov' in 2002; seen at ARZ- 411 at MRV 27aug05, no titles; probably scrapped at MRV in late 2009
81A513	CCCP-85513 UR-85513	Tu-154B-2	AFL/Ukraine-KBP	mfd	oct81	toc 02nov81; rgd 12nov81; f/n BHX 11mar82; l/n LGW 16aug89
81A514	CCCP-85514 RA-85514	Tu-154B-2	Avialini. Ukrayiny	rgd	10jan93	f/n ATH 26feb93; seen KBP jul99, wfu; canx 17mar06; l/n jun06; broken up at KBP aug06
	RA-85514	Tu-154B-2	AFL/Urals-CEK	mfd	21oct81	toc 29oct81; rgd 13nov81; f/n DME 18sep85; l/n DME 12apr92
	RA-85514	Tu-154B-2	Aeroflot	IST	20nov92	
	RA-85514	Tu-154B-2	Chelyabinsk Avia	trf	19may93	
	RA-85514	Tu-154B-2	Aviaprima Sochi	SXF	28aug93	leased from Chelyabinsk Avia; l/n IST 18feb94
	RA-85514	Tu-154B-2	Chelyabinsk Avia	DUS	aug94	l/n DUS 06jan95
	RA-85514	Tu-154B-2	Aviaprima Sochi	DXB	15jan95	leased from Chelyabinsk Avia; small titles on nose only
	RA-85514	Tu-154B-2	Chelyabinsk Avia	CEK	22aug95	leased to Enkor 15jun01/31dec04; seen in white/blue c/s without titles in VARZ-400 04apr04; carried additional 'Enkor' titles on nose, l/n as such jul05; seen OVB apr06/oct10, wfu; scrapped at OVB in early 2011
81A515	CCCP-85515 YL-LAB	Tu-154B-2	AFL/Latvia-RIX	mfd	27oct81	toc nov81; rgd 07dec81; first Riga-based Tu-154 from 20nov81; seen RIX jul87; l/n RIX 19aug90
	YL-LAB	Tu-154B-2	Latpass Airlines	SNN	06aug92	rgd only 19oct92; l/n SHJ 02dec95
--		Tu-154B-2	Yefim Ratner	RIX	10jun96	rgd 27mar98, possibly renewal of registration; wfu 2003; seen wfu at RIX, engines and titles gradually removed jun04/aug05; still current on Latvian register
						owned by Yefim Ratner, the chairman of Latpass Airlines; named "Yakov Ratner" after the father of Yefim Ratner; in fantasy dark grey/light grey c/s with pink rudder and birds on fuselage and tail, no titles; preserved in the Riga Aviation Museum from 21dec05, l/n 24jan10; sold as scrap metal in early 2010; scrapping started 26feb10 and completed 27mar10
81A516	CCCP-85516 CCCP-85516	Tu-154B-2	AFL/Latvia-RIX	mfd	23nov81	toc nov81; rgd 22dec81; f/n SVO 29apr84; last overhaul completed 23jan90; l/n LGW 13jul90
	YL-LAC	Tu-154B-2	Latavio	RIX	sep92	
	UN-85516	Tu-154B-2	Latavio	rgd	14dec92	f/n LCA 16dec92; canx 02aug93
		Tu-154B-2	Aeroservice	AMS	02oct93	carried additional 'Kazakhstan Aircompany' (sic !) titles; seen near the military area at ALA jun02/06nov08, wfu; sold to Asia Continental Airlines in 2005; offered for sale on the internet 24sep08 with t/t 24,204 hours and 12,758 cycles, for \$ 80,000; scrapped at ALA nov08, fin cut off by 25nov08
81A517	OK-BYC OK-LCS	Tu-154B-2	CS-Gvt (LSFMV)	mfd	27nov81	d/d 08dec81; rgd 16dec81; l/n LHR 14may89; canx 18jan90
	RA-85804	Tu-154B-2	Cargo Moravia AI	slid	20jan90	seen PRG 20may91, in basic ex-Government c/s with 'CMA' titles; l/n PRG 02aug92; canx 07dec92
	RA-85804	Tu-154B-2	Krai Aero	toc	09dec92	f/n PRG 09dec92
		Tu-154B-2	Avial. Tatarstana	trf	28dec92	f/n DRS 04may93; with Tatarstan and 'AT' logo and additional small 'Aeroflot' titles until at least jun94; repainted in all-white c/s with just Tatarstan titles by apr97; l/n SHJ 28nov98
	RA-85804	Tu-154B-2	Qeshm Air	SHJ	feb99	
	RA-85804	Tu-154B-2	Tatarstan	IST	jul99	CoFR renewal 26jun00; seen KZN jun05, wfu, missing one engine; l/n aug05; not present 07aug07; broken up
81A518	CCCP-85518 CCCP-85518	Tu-154B-2	AFL/Georgia	mfd	30nov81	toc 04dec81; rgd 30dec81; opb Tbiliski OAO; f/n CDG apr82; l/n LED 17may91
	85518	Tu-154B-2	Orbi	VIE	sep92	
	4L-85518	Tu-154B-2	Orbi	FRA	28apr93	in white c/s with blue tail and large titles; l/n VKO 04sep93
81A519	4L-85518	Tu-154B-2	Orbi		08jan94	in white c/s with blue tail and large titles; l/n TBS 16may96
	CCCP-85519	Tu-154B-2	Georgian Airlines	TBS	oct99	not in 2001 fleet list; sat wfu at TBS, seen aug01/jul05; scrapped probably in summer 2005
	CCCP-85519	Tu-154B-2	AFL/International	mfd	16dec81	toc 31dec81; f/n ZRH 16jan82; rgd 09mar82
	CCCP-85519	Tu-154B-2	AFL/Krasnoyarsk	trf	25sep82	
	EX-85519	Tu-154B-2	AFL/Kyrgyzstan	trf	20jul90	l/n 23may93
		Tu-154B-2	Kyrgyzstan AI	RKT	12jan94	with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; later repainted in white c/s with just 'Kyrgyzstan' titles; sat wfu at FRU from at least dec03 as per fleet list, seen sep04/sep10
81A520	CCCP-85520 CCCP-85520	Tu-154B-2	AFL/Magadan	mfd	18dec81	toc 28dec81; rgd 29jan82; f/n CDG apr82
	RA-85520	Tu-154B-2	AFL/Yakutiya	trf	01mar90	l/n YKS 03jul92
	RA-85520	Tu-154B-2	Aeroflot	VKO	04may94	l/n YKS 13may95
	RA-85520	Tu-154B-2	Sakha Avia	trf	20jul95	seen VKO 21aug01; l/n DME 05jun02
	RA-85520	Tu-154B-2	Yakutiya	YKS	15aug03	l/n YKS 01jul04; wfu 2006; in fleet list 04may09 as wfu; l/n YKS 28jun12 with many parts missing; seen 09sep14 broken up; t/t 24,564 hours and 9,973 cycles
81A521	CCCP-85521 UN-85521	Tu-154B-2	AFL/Kazakhstan-ALA	mfd	22dec81	rgd 18jan82; on charge as of 01apr82; f/n ALA 02may89; l/n DME 16aug92
	UN-85521	Tu-154B-2	Aeroflot	SXF	aug93	with Kazakhstan flag
	UN-85521	Tu-154B-2	Air Kazakstan	trf	26sep96	Karaganda based; f/n DME 16jun94, in Aeroflot c/s. no titles; l/n DME 07jul98
	UN-85521	Tu-154B-2	Air Kazakstan	ALA	30jun99	l/n SAW 03may05; trf to Aerotrans 2006 for a short period
	UN-85521	Tu-154B-2	Aerotur Air	SAW	17sep06	l/n SAW 03oct06
	UN-85521	Tu-154B-2	Aerotur KZ	DMB	29jul10	l/n DMB 19jun13/04may15, stored; still present 01may19, visible in the background of an An-2 photo
81A522	CCCP-85522 RA-85522	Tu-154B-2	AFL/Tyumen-TJM	mfd	30dec81	toc 13jan82; rgd 03feb82; f/n dec85; l/n VKO 11sep92
	RA-85522	Tu-154B-2	Aeroflot	DME	06sep93	
	RA-85522	Tu-154B-2	Tyumen Airlines	trf	31aug94	f/n SHJ 09apr95, in Aeroflot c/s, no titles; l/n IST 13jul98
	RA-85522	Tu-154B-2	Tyumen Airlines	SHJ	24mar99	l/n TJM 25aug03
	RA-85522	Tu-154B-2	Kolavia	SGC	01may04	leased from Tyumen Airlines 10dec03/31may04; offered for sale 16jun04, but could not be sold; l/n DME 27aug10; scrapped by feb12
81A523	CCCP-85523 RA-85523	Tu-154B-2	MAP LII Zhukovski	mfd	01dec81	rgd 12mar82; in Aeroflot c/s; f/n DME 20sep85; l/n LED 05sep92
	RA-85523	Tu-154B-2	LII Zhukovski	BHX	30may93	in Aeroflot c/s; l/n ATH 02jun93
	RA-85523	Tu-154B-2	Moscow Airways	SVO	23aug93	l/n ZIA 23aug97; reported for Tupolev Aerotrans
	RA-85523	Tu-154B-2	LII Zhukovski	ZIA	14aug01	in basic Aeroflot c/s, no titles; seen wfu, without engines, at ZIA aug03/aug09; canx 22jul10; scrapped in 2010
82A524	CCCP-85524 YL-LAG	Tu-154B-2	AFL/Latvia	mfd	26jan82	toc 03feb82; rgd 09mar82; f/n RIX nov84; l/n SVO 02jun92; soc 27jul92
	4K-85524	Tu-154B-2	Latavio	rgd	21dec92	f/n TLV 23dec92; l/n RIX 11sep94, wfu ?; canx 02feb95
	4K-85524	Tu-154B-2	Aeroflot c/s, n/t	SHJ	05mar95	l/n DME 29jun98; only Azeri flag, for Turanair
		Tu-154B-2	Turan Air	RKT	30mar00	seen BAK feb02/may03, stored and CCCP- again visible whilst 4K- was faded; current on Azerbaijan register 20nov03; broken up
82A525	CCCP-85525 CCCP-85525	Tu-154B-2	AFL/Privolzhsk-UFA	mfd	16jan82	on charge as of 01apr82; f/n DME apr82; rgd 31may82
	RA-85525	Tu-154B-2	Bashkirian AI	unknown		on charge as of 01jul92
	RA-85525	Tu-154B-2	Bashkirian AI	IST	07dec92	in Aeroflot c/s and titles
	RA-85525	Tu-154B-2	Bashkirian AI	DME	22aug95	l/n UFA 18aug99; reported wfu UFA nov01; soc 25dec01 as life-time expired; broken up; canx only 26jan04
82A526	CCCP-85526 UR-85526	Tu-154B-2	AFL/Ukraine-KBP	mfd	30jan82	toc 11feb82; rgd 26feb82; f/n DUS 07mar82; l/n KBP 08sep92
		Tu-154B-2	Avialini. Ukrayiny	rgd	28jan93	f/n STR 24feb93; seen KBP apr03/nov06, stored at KBP, engineless; canx 06feb06; not present may07; broken up
82A527	CCCP-85527 RA-85527	Tu-154B-2	AFL/N.Kavkaz-ROV	mfd	11feb82	rgd 12mar82; on charge as of 01apr82; f/n PRG 10jun82; l/n HEL 11apr92
	RA-85527	Tu-154B-2	Aeroflot	HEL	17oct92	
	RA-85527	Tu-154B-2	Donavia	trf	25nov93	f/n VKO 01jul95, in Aeroflot c/s, no titles; l/n MRV 15may96, bare metal on overhaul
	RA-85527	Tu-154B-2	Donavia	ROV	13jul97	l/n ROV 21aug01
	RA-85527	Tu-154B-2	Aeroflot-Don	VKO	18jun02	offered for sale 13feb07/feb08 (without APU); l/n ROV 18feb08; broken up ROV jul09
82A528	CCCP-85528 CCCP-85528	Tu-154B-2	AFL/Moscow-VKO	mfd	22feb82	rgd 12mar82; on charge as of 01apr82; f/n OVB apr82
		Tu-154B-2	AFL/Belarus-MSQ	trf	11oct85	last overhaul completed 15feb91; dbr 13oct92 on the leg from Vladivostok of a charter flight for small traders from China to Belarus or Lithuania when took off with the MTOW exceeded (as 16.8 tonnes of cargo had been loaded instead of the declared 10 tonnes) and the centre of gravity being outside of the envelope, the aircraft was not able to lift off, the take-off was aborted at a speed of 320 km/h, the aircraft overran the runway by 28 metres and suffered substantial damage, all 5 crew and 62 passengers escaped unhurt; t/t 20,366 hours and 8,758 cycles
82A529	CCCP-85529 RA-85529	Tu-154B-2	AFL/Krasnoyarsk	mfd	22feb82	on charge as of 01apr82; rgd 15apr82; f/n DME 09jun92; l/n DME 16aug92
	RA-85529	Tu-154B-2	Aeroflot	DME	07jul93	
	RA-85529	Tu-154B-2	KrasAir	DME	26aug95	offered for sale oct06, but could not be sold; l/n KJA oct09, wfu; broken up at KJA by may10
82A530	CCCP-85530 HA-LCS	Tu-154B-2	AFL/International	f/f	19feb82	mfd 27feb82; on charge as of 01apr82; rgd 19apr82; f/n FRA 10apr82
		Tu-154B-2	MALÉV	d/d	10jul86	rgd 10jul85; first flight 13jul87 BUD-SVO-BUD; used as a cargo aircraft without passenger seats in 1988; canx by 12dec88
	CCCP-85530	Tu-154B-2	AFL/International	ret	12dec88	f/n HEL 09jul89

82A531	CCCP-85530	Tu-154B-2	AFL/Leningrad	trf	10nov89	in basic Aeroflot colours with Transaero titles a slide exists may92 with addition small 'Sultan Air' titles; l/n LED 06sep92
	CCCP-85530	Tu-154B-2	Transaero	SVO	22feb92	
	CCCP-85530	Tu-154B-2	AFL/Leningrad	SVO	19apr92	
	RA-85530	Tu-154B-2	Aeroflot	SVO	14may93	
	RA-85530	Tu-154B-2	Pulkovo Avia	trf	22nov94	
82A532	CCCP-85531	Tu-154B-2	AFL/International	mfd	17feb82	f/n SNN 11jul97; seen LED nov05/apr07, wfu; broken up at LED 06may07 on charge as of 01apr82; f/n SVO 10apr82; rgd 19apr82; l/n HEL 10oct87; canx 26apr88 as to Hungary, h/o as a payment for debts; soc 27apr88
	HA-LCU	Tu-154B-2	MALÉV	d/d	20jul88	rgd 25jul88; with small 'Alitalia partner' titles aug96; involved in last government service 09jun00 (RBA-BUD); last commercial service 28mar01 (CPH-BUD); MALÉV markings removed by 11apr01; delivered to VKO 23apr01 for Avial and canx same day
	--	Tu-154B-2	ex MALÉV c/s, n/t	VKO	16aug01	no visible marks; impounded by Russian Customs; later stored at Zhukovskiy; under overhaul by jul02
	RA-85851	Tu-154B-2	ex MALÉV c/s, n/t	rgd	29sep03	registration document dated 25sep03; already f/n VKO 13aug03; owned by Ladoga according to and impounded by court order dated 03nov03; seen ZIA aug05; arrived at DME 29sep06 and stored, l/n 31may08
						in basic MALÉV c/s with 'Moskoviya' titles; seen DME may10/28jul19, parked on the grass
82A533	RA-85851	Tu-154B-2	Moskoviya	DME	02aug08	toc 26mar82; rgd 03may82; f/n DME oct85
	CCCP-85532	Tu-154B-2	AFL/Turkmenistan	mfd	19mar82	l/n DME 20mar93
	CCCP-85532	Tu-154B-2	Turkmenistan Al	IST	19nov92	l/n operational DME 21may96; seen ASB apr02/oct09, wfu; for sale early 2008, t/t 24,995 hours and 12,154 cycles; broken up ASB 2012
	EZ-85532	Tu-154B-2	Turkmenistan Al	DME	12apr93	toc 15apr82; f/n DME apr82; rgd 03may82; l/n TAS 15apr92
						crashed on landing Delhi 09jan93, whilst operating for Indian Airlines
82A534	CCCP-85533	Tu-154B-2	AFL/Uzbekistan-TAS	mfd	mar82	f/n Spereberg 10may82; rgd 20jul82; l/n KBP 13apr92
	85533	Tu-154B-2	Uzbekistan Airways		1992	l/n CKL 14aug06
	CCCP-85534	Tu-154B-2	Soviet AF/AFL c/s	mfd	31mar82	opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles
	RA-85534	Tu-154B-2	Russian AF/AFL c/s	Spr	14jun93	CKL 05may10; seen KBP 21apr11 with 'VVS Rossii' titles on fin; l/n CKL jul20 still as RA-85534
	RA-85534	Tu-154B-2	Russian Air Force	CKL	23jul07	rgd 11jun82; l/n KBP 14apr92
82A535	CCCP-85535	Tu-154B-2	AFL/Ukraine-KBP	mfd	23apr82	f/n HEL 16may93; seen KBP apr03/nov06, wfu, engineless; canx 06feb06; broken up at KBP 05/06jan07
	UR-85535	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	rgd 10may82; on charge as of 01jul82; l/n VKO 23feb92
	CCCP-85536	Tu-154B-2	AFL/Armenia	mfd	22apr82	photo EVN mar93, basic ex Aeroflot c/s with Armenia titles and Armenian flag on the tail, was a Government aircraft
	CCCP-85536	Tu-154B-2	Armenian Airlines	ORY	11mar93	basic ex Aeroflot c/s with Armenia titles and Armenian flag on the tail; repainted in full Armenian Airlines c/s by jun95; seen EVN dec02/apr04, stored; l/n DXB 13mar05 and RKT 15mar05, probably opb South Airlines these dates, see next line
	EK-85536	Tu-154B-2	Armenian Airlines	CDG	28oct93	basic ex Armenian Airlines c/s with South Airlines titles and blue/orange band; l/n RKT 24jun05
82A536	EK-85536	Tu-154B-2	South Airlines	RKT	31mar05	basic ex Armenian Airlines c/s, no titles; arrived FJR 25aug07 for storage; canx 30dec08 from Armenian register; l/n FJR 12dec09; not present 02mar10, broken up
	EK-85536	Tu-154B-2	Kallat Elsaker Air	TIP	19sep05	toc 04may82; rgd 18may82; f/n ALA 21apr84
						l/n VKO 20apr93, small titles only
						with Kazakhstan flag, small titles only
						l/n FRA 15apr95; with Kazakhstan flag
82A537	CCCP-85537	Tu-154B-2	AFL/Kazakhstan-KGF	mfd	06apr82	photo HAJ 17jun94, error in year ?; l/n DME 29jun98; see trf date next line !
	85537	Tu-154B-2	Aeroflot	DME	20mar93	Karaganda based; f/n HAJ 31oct98; l/n SHJ 25jan02: seen ALA aug02/sep02, stored in maintenance area; seen KGF (N49.678611 E73.340788) 28nov07/aug16, wfu seen in a field between Karaganda and the airport 15may17; noted being scrapped 16jun17 but still extant with tail removed 08jun18
	UN-85537	Tu-154B-2	Aeroflot c/s, n/t	SXF	30jun93	toc 27may82; rgd 11jun82; opb 235 OAO; f/n CDG 06oct84; seen HEL 13apr85
	UN-85537	Tu-154B-2	Kazakhstan Airlines	HAI	may94	l/n SVO 26jun92
	UN-85537	Tu-154B-2	Air Kazakstan	FRA	23dec95	l/n MSQ 12may96
82A538	CCCP-85538	Tu-154B-2	Soviet Gvt/AFL c/s	trf	13may82	l/n DME 02sep97, operated for Improtex
	CCCP-85538	Tu-154B-2	AFL/Belarus	trf	08jun88	l/n SHJ 31mar00
	EW-85538	Tu-154B-2	Belavia	MSQ	10jul94	returned to Belavia after lease, still in basic Belavia c/s with 'Shaheen' titles and logos; seen MSQ may05/may12, wfu and stored; not in Belavia fleet list feb08; l/n MSQ 07may13, being broken up with the wings already clipped
	4K-85538	Tu-154B-2	Belavia c/s, n/t	DME	18aug97	toc 07may82; rgd 07jun82; f/n VKO 08apr84
	EW-85538	Tu-154B-2	Belavia	PRG	16oct98	canx 02aug93; no sightings reported !
82A539	EW-85538	Tu-154B-2	Shaheen Air Intl	DXB	30jan02	carried additional 'Kazakhstan Aircompany' (sic !) titles; l/n ALA 24sep99; seen ALA jun02/06nov08, wfu near the military area; broken up at ALA nov08
						toc 26may82; rgd 15jun82; f/n KHV 30aug89
						l/n TAS 07may98, apparently still as AFL, see next line
						f/n DME 18apr06, first sighting in many years; operator ceased operations 29jun06, sat wfu at DME since; l/n aug10; broken up 20aug11
						c/n confirmed; f/n MEX 20may83; dbr 14sep91 on a flight from Havana to Mexico City when had to go around due to poor visibility (high pollution levels and fog) and deviated from approach pattern and glide path (came in too high) on the second approach, but the crew did not go around again as they were low on fuel so that the aircraft touched down on the last third of the runway, overran the runway and came to rest after striking an ILS antenna (some 500 metres from a busy highway which surrounds the airport), the left wing broke off, all 12 crew members and 100 passengers survived; the wreck was still present 07nov91
82A540	CCCP-85540	Tu-154B-2	AFL/Magadan	mfd	14may82	toc 09jun82; rgd 16jun82; f/n FRA 18jul82
	RA-85540	Tu-154B-2	Aeroflot	GDX	08jul94	rgd 17jul86; first flight 20jul86 BUD-SVO-BUD. f/n ZRH 24jul86; canx by 28dec88
	RA-85540	Tu-154B-2	Mavial	trf	01mar95	with Aeroflot titles and additional Sultan Air titles and tail logo
						after lease to Sultan Air, with tail logo overpainted and without Soviet flag; seen BRU jul92; as such; l/n LED 05sep92
						l/n SVO 11apr94
82A541	CU-T1227	Tu-154B-2	Cubana	d/d	17jun82	in Aeroflot c/s and titles; l/n LGW feb98
						seen LED nov05/06may07, wfu; broken up at LED may07; t/t 29,301 hours and 18,155 cycles
						used only as test registration
						rgd 25jun82; received as replacement for lost HA-LCF; damaged beyond economical repair on landing Thessaloniki 04jul00 (N40.526435 E22.972469) when crew forgot to lower the landing gear, belly touched, got airborne again and landed with gear deployed; canx 01sep00; t/t 22,409 hours and 13,583 cycles; subsequently used for airport for training in basic ex-MALÉV c/s; l/n 12aug17 and reported scrapped dec18
						toc 09jul82; f/n FRA 14jul82; rgd 26jul82; l/n HEL 06jun87; canx 10may88; canx 19may88 as to Hungary, handed over as a payment for debts
82A542	CCCP-85542	Tu-154B-2	AFL/International	mfd	28may82	d/d 09sep88; ast service 28mar01 (MUC-BUD); made a farewell flight over Budapest 30mar01; MALÉV markings removed by 11apr01; delivered to Vnukovo 25apr01 for Avial and canx same day; t/t 25,608 hours and 12,966 cycles
	HA-LCT	Tu-154B-2	MALÉV	d/d	17jul86	no visible marks; impounded by Russian Customs; owned by Ladoga according to court order dated 03nov03; broken up, exact location (Samara-Bezmyanka) ?
	CCCP-85542	Tu-154B-2	AFL/International	ret	28nov88	toc 14jul82; f/n FRA 17jul82; rgd 30jul82
	CCCP-85542	Tu-154B-2	AFL/Leningrad	trf	17nov89	l/n still CCCP- 07apr93
	CCCP-85542	Tu-154B-2	Sultan Air	DUS	1992	l/n AYT 05jul01
82A543	CCCP-85542	Tu-154B-2	AFL/Leningrad	ZRH	27jun92	returned to Belavia after lease, still in basic Belavia c/s with 'Shaheen' titles and logos; seen MSQ may05/apr11, wfu and stored; not in Belavia fleet list feb08; l/n MSQ 07may13 being broken up wings already clipped
	RA-85542	Tu-154B-2	Aeroflot	LED	11sep93	toc 07jul82; rgd 02aug82; f/n SVO 21sep85
	RA-85542	Tu-154B-2	Pulkovo Avia	trf	22nov94	seen FRA 21nov92, still in full Baltic International c/s
	RA-85542	Tu-154B-2	Pulkovo Avia	AMS	28jun98	l/n CDG 23dec95; canx 18apr96
	CCCP-85543	Tu-154B-2	MALÉV	mfd	25may82	l/n SHJ 27nov00 and was stripped by 07dec00
82A544	HA-LCV	Tu-154B-2	MALÉV	rgd	08sep88	l/n DXB 18sep01; named 'Tavre'
	--	Tu-154B-2	ex MALÉV c/s, n/t	VKO	16aug01	f/n DXB 21sep01; l/n DXB 19oct01, parked all this time
						and still present feb04, stored; basic Air Somalia c/s; seen SHJ may04/dec04 in all-white c/s, no serial, being worked upon
						serial on port side only; possibly had titles, see previous and next line !
						c/n confirmed; all-white c/s with very small titles port side only; canx from Moldovan register as sold to Russia 30jun04; moved to the scrap area SHJ 24dec07; l/n SHJ mar15 (N25.337854 E55.493567) in a very derelict condition; broken up mar21
82A545	CCCP-85545	Tu-154B-2	AFL/International	mfd	02jul82	on charge as of 01oct82; rgd 23dec82
	CCCP-85545	Tu-154B-2	AFL/Belarus	trf	01nov88	f/n LED 16may85; l/n VKO 23feb92
	EW-85545	Tu-154B-2	Belavia	PRG	09may95	operated for Aeroflot Georgia; initially with 'Aeroflot' titles, removed by late may93; l/n VKO 07sep93
	EW-85545	Tu-154B-2	Shaheen Air Intl	DXB	30jan02	operated for Aeroflot Georgia; l/n FRA 09aug94
						l/n FRA feb98
82A546	CCCP-85546	Tu-154B-2	AFL/Latvia-RIX	mfd	29jun82	seen TBS apr03/may11, wfu; scrapped at TBS jun11/jul11
	CCCP-85546	Tu-154B-2	Baltic Internat.	LBA	27jul92	toc 18aug82; rgd 27aug82; f/n DME 21apr91; l/n DME 12apr92
	YL-LAE	Tu-154B-2	Latavio	rgd	23sep92	Azeri flag; l/n BAK 10dec92
	YL-LAE	Tu-154B-2	Latavio	RIX	10sep93	reported for Azerbaijan Airlines
	UR-85546	Tu-154B-2	Tavria MAK	ODS	08jul96	not on Azerbaijan register 20nov03; l/n BAK (later became GYD) may03/ oct09, wfu by nov09; only two Tu-154 tails remained at GYD, one of them probably from this aircraft
82A547	UR-85546	Tu-154B-2	Air Somalia	SHJ	17dec00	toc 06sep82; rgd 23sep82; f/n SVO 17sep85
	ER-TAI	Tu-154B-2	Air Somalia	rgd	11sep01	l/n ASB 14apr02, operational; not in fleet list jan04/feb08, seen ASB feb06/oct09, wfu; offered for sale in early 2008 with t/t 25,701 hours and 14,484 cycles; broken up ASB 2012
	UR-85546	Tu-154B-2	Air Somalia	DXB	03nov01	toc 10nov82; rgd 01dec82; f/n DME 15sep86
	ER-TAI	Tu-154B-2	Air Somalia	SHJ	30dec01	
	ER-TAI	Tu-154B-2	Air Service Intl	SHJ	17jan02	
82A548	ER-TAI	Tu-154B-2	all-white c/s, n/t	SHJ	27jan05	
	ER-TAI	Tu-154B-2	Air Service Intl	SHJ	04mar05	
82A549	CCCP-85547	Tu-154B-2	AFL/Privolzhsk	mfd	jul82	
	CCCP-85547	Tu-154B-2	AFL/Georgia	trf	13jul84	
	GR-85547	Tu-154B-2	Aeroflot	FRA	27mar93	
	4L-85547	Tu-154B-2	Aeroflot c/s, n/t	PRG	dec93	
	4L-85547	Tu-154B-2	Air Georgia	FRA	16jul95	
82A550	4L-AAG	Tu-154B-2	Air Georgia	BFS	27aug99	
	CCCP-85548	Tu-154B-2	AFL/Azerbaijan	mfd	29jul82	
	85548	Tu-154B-2	Aeroflot	DME	10sep92	
	4K-85548	Tu-154B-2	Aeroflot c/s, n/t	BAK	17may96	
	4K-85548	Tu-154B-2	Azerbaijan Al	IST	20jun98	
82A551	CCCP-85549	Tu-154B-2	AFL/Turkmenistan	mfd	25aug82	
	85549	Tu-154B-2	Turkmenistan Al	IST	18dec92	
	EZ-85549	Tu-154B-2	Turkmenistan Al	IST	22jun93	
82A552	CCCP-85550	Tu-154B-2	AFL/Tyumen-TJM	mfd	20oct82	

	RA-85550 RA-85550 RA-85550	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Tyumen Airlines Aeroflot c/s, n/t	KUF trf PMI	25apr93 31aug94 jun96	l/n DME 21may96, in Aeroflot c/s and titles seen FRA jun97 with Aeroflot titles (the paint had faded and the titles were bleeding through again); l/n TJM jul00/aug03, wfu, as such after overhaul; lsf Avializing 30dec04/30dec07; f/n DME 29mar05; offered for sale by Avializing 02sep08 with t/t 27,507 hours and 12,877 cycles; l/n active VKO 03sep08; seen wfu at TJM (N57.189732 E65.33209) apr10, slowly being cannibalised; broken up mar11 toc 03sep82; rgd 10oct82; f/n ZRH 13oct82; featured in the Soviet movie 'Vals zolotykh telstv' shot in 1992
	RA-85550	Tu-154B-2	UTair	trf	dec04	
82A551	CCCP-85551	Tu-154B-2	AFL/International	mfd	25aug82	l/n FRA 07sep01; leased from Arkhangelsk Airlines until 20oct01 rgd to North Leasing 27may03; lsd to Arkhangelsk Airlines (bought by Aeroflot aug04); l/n as such SVO 20aug03; seen SIP 06jul04 in all-white c/s l/n SVO 27aug08; ferried to MRV 30jan09 in basic new Aeroflot c/s, but with completely blue fin; operator's license suspended 08oct09; seen in ARZ-411 at MRV oct09; l/n MRV sep11 without outer wings; broken up toc 03sep82; rgd 10oct82; f/n AMS 11oct82; l/n LHR 01nov89 l/n LED 16may91 l/n LED 10jun94 in Aeroflot c/s and titles; l/n SVO 11jun99 l/n active SVO 26feb07; seen LED 25oct08, stored; broken up jul09; t/t 30,026 hours and 18,494 cycles toc 14sep82; rgd 21sep82; f/n FRA 03oct82; l/n HEL 24jan87 seen SXF aug90 in basic Aeroflot c/s with Transaero titles l/n LED 05sep92 l/n LED 09jun94 in Aeroflot c/s and titles; l/n LED may99 l/n LED 23aug08, stored; seen hangared LED 17dec08 being cannibalised; broken up LED 07jul09; t/t 29,546 hours and 18,491 cycles f/n Spenenberg 10nov82; rgd 06dec82; still 'CCCP-' by 22feb93 l/n as such CKL 25aug03; soc 02apr02 as life-time expired; refurbished by Aviakor, shown on Russian TV in the Aviakor factory in bare metal 22feb05 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles; l/n without titles SVO 28aug11; seen SCW 28oct11 with 'VVS Rossii' titles on fin; l/n Minsk-Machulishchi feb22 rgd 06dec82; f/n Spenenberg 06jan83; still 'CCCP-' 17jun93 seen SXF 28may94; tender for rework issued 29jul08; l/n CKL 20aug07 opb 223 LO at Chkalovski; in basic Rossiya c/s, no titles but with '223 LO' badge; last overhaul completed 19feb09; seen CKL feb11 with 'VVS Rossii' titles on the fin; l/n 2020, location withheld toc 06oct82; rgd 20oct82; first reported RIX 20may87 in an incident report canx 03dec93; no sightings reported seen DME 13mar96, in full Aeroflot c/s and titles; l/n DME 25aug97, as such opb 4 ae LO no. 3 at DME; l/n DME 30jun04; w/o 24aug04 on flight 1047 from DME to Sochi when was blown up by a female Chechen suicide bomber and crashed 8 km from Gluboki (Kamensk district of the Rostov region), all 8 crew and 38 passengers killed; t/t 30,751 hours; soc 25jul05 toc 26oct82; rgd 04nov82; f/n BTK 01jul92
	CCCP-85551 RA-85551 RA-85551 RA-85551	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al East Line Aeroflot c/s, n/t	trf STR trf IST ARH	20jan90 24feb93 22feb94 14jun98 22oct01	
	RA-85551 RA-85551	Tu-154B-2 Tu-154B-2	Aeroflot-Nord AeroRent	SVO DME	04jan05 22feb09	
	CCCP-85552 CCCP-85552 RA-85552 RA-85552 RA-85552	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia	mfd trf LHR trf SVO	24aug82 10jan90 05dec92 22nov94 18jun00	
	CCCP-85553 CCCP-85553 CCCP-85553 RA-85553 RA-85553 RA-85553 RA-85553	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Transaero Aeroflot Aeroflot Pulkovo Avia Pulkovo Avia	mfd trf LED SVO LED trf SVO	30aug82 24nov89 30may92 19aug92 03jan93 22nov94 18jun00	
82A554	CCCP-85554 RA-85554	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	16sep82 17aug93	RA-85554 Tu-154B-2 Russian Air Force Bkr mar06
	RA-85554	Tu-154B-2	Russian Air Force	Bkr	mar06	
82A555	CCCP-85555 RA-85555 RA-85555	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr CKL	21sep82 13aug93 04aug08	82A556 CCCP-85556 YL-LAD RA-85556 RA-85556 Tu-154B-2 Tu-154B-2 Tu-154B-2 AFL/Latvia-RIX Latavia Barnaul GAP Sibir mfd rgd trf OVb 22sep82 21dec92 15feb96 07jun01
	RA-85555	Tu-154B-2	Russian Air Force	CKL	04aug08	
82A557	CCCP-85557 RA-85557 RA-85557 RA-85557 RA-85557	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Mavial/Magadan Al TyumenAviaTrans UTair	mfd SVX trf VKO rgd	30sep82 20apr93 18oct94 28jun02 28jan03	82A558 CCCP-85558 YL-LAH 4L-85558 4L-AAH UN-85558 CCCP-85559 RA-85559 RA-85559 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Soviet Gvt/AFL c/s AFL/Turkmenistan Turkmenistan Al Soviet AF/AFL c/s GST Aero Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force mfd trf SVO 05jul93 24nov82 03feb88 05jul93
	RA-85557	Tu-154B-2	UTair	rgd	28jan03	
82A559	CCCP-85559 RA-85559 RA-85559	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr	29oct82 09jul93 jul04	82A560 CCCP-85560 CCCP-85560 EZ-85560 Tu-154B-2 Tu-154B-2 Tu-154B-2 Soviet Gvt/AFL c/s AFL/Turkmenistan Turkmenistan Al Soviet AF/AFL c/s UKraine Air Force UKraine Air Force BSL Airline UKrainian Cargo Aw UKrainian Cargo Aw mfd trf SVO nov82 25aug92 05apr93 22sep94 07jul99 03jun00
	RA-85559	Tu-154B-2	Russian Air Force	Spr	09jul93	
82A561	CCCP-85561 CCCP-85561 85561 UR-85561 UR-85561 UR-UCZ	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s UKraine Air Force UKraine Air Force BSL Airline UKrainian Cargo Aw UKrainian Cargo Aw	mfd trf SVO VIE UTC KBP KBP BUD	24nov82 03feb88 05jul93 nov82 25aug92 05apr93 22sep94 07jul99 03jun00	82A562 CCCP-85562 RA-85562 RA-85562 RA-85562 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 AFL/Magadan Aeroflot Mavial/Magadan Al Vladivostok Avia mfd SVO trf IKT 24nov82 20apr93 18oct94 06jun01
	RA-85562	Tu-154B-2	Zapolyarye	VKO	25nov08	
82A563	CCCP-85563 RA-85563	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	21dec82 19may94	82A564 CCCP-85564 BNMAU-85564 Tu-154B-2 Tu-154B-2 AFL/International MIAT Mongolia lsd 1988
	RA-85563	Tu-154B-2	Russian AF/AFL c/s	Spr	19may94	
82A565	CCCP-85564 RA-85564 CCCP-85565	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Aeroflot AFL/International	ret SVO mfd	may90 19mar93 29dec82	82A566 CCCP-85566 EK-85566 EK-85566 Tu-154B-2 Tu-154B-2 Armenian Airlines South Airlines MHP FJR 29oct93 11dec06
	CCCP-85565 CCCP-85565 CCCP-85565 CCCP-85565 CCCP-85565 CCCP-85565 ER-85565 ER-85565	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moldova ALAK/Aerolicht Transaero Air Moldova Transaero Aeroflot c/s, n/t Aeroflot c/s, n/t Air Moldova	trf ph. TLV AMS FRA AMS FRA	14jun89 1991 aug92 28jan93 04apr93 01may93 28sep93 09apr94	
82A567	CCCP-85567 CCCP-85567 RA-85567 RA-85567 RA-85567	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Magadan Aeroflot Mavial/Magadan Al East Line	mfd trf LED trf DME	29jan83 01sep88 12sep93 18jan94 28jun03	l/n SNN 02jun90; l/n PRG 13aug92 l/n operational AMS jul97; sat wfu (without engines) at SVO, seen aug01/dec02; canx 01apr02; scrapped identity sheet (formulyar) issued 08dec82; toc 12jan83; rgd 01feb83; opb Sheremetyevski OAO; f/n FBU 22feb83 opb Kishinyovski OAO in basic Aeroflot c/s l/n SVO 13apr93 was several times on short-term lease to the Russian MVD in the 1990s opb Air Moldova; rgd only 04apr94; l/n BRU 06oct93 canx 16nov98; stored with VARZ-400 at VKO, l/n as such 19may99, seen stripped 21aug01; bought by the Russian MVD jun00; overhaul completed dec01 opb 3 osae on at Chkalovski; given in some documents as 223 LO of the Russian Air Force, but this was merely for insurance reasons; in basic Rossiya c/s, no titles; f/n KHV 14aug03; l/n CKL 05feb16; see rgd next line prefix never painted as such see next line, still flies with RA- prefix opb 3 osae on at Chkalovski; in basic Rossiya c/s, no titles; l/n CKL 17jul18; seen TAS 27may24 with a blue tail toc 14jan83; rgd 01feb83; f/n DME 24sep87; in Aeroflot colours with blue tail; seen CDG 20jun91; l/n IST 1993 l/n active VKO 18feb02; seen stored at EVN dec02/may04; seen FJR 29dec06, no titles arrived FJR this date for storage; canx 30dec08 from Armenian register; l/n FJR 22dec09 in basic Armenian Al c/s, no titles; not present 02mar10, broken up toc 16feb83; rgd 28feb83; opb 235 OAO; f/n AER aug83
	RA-85565	Tu-154B-2	Russian MVD/VV	rgd	jan02	
82A566	RF-85565 RF-85565 RA-85565	Tu-154B-2 Tu-154B-2 Tu-154B-2	Russian MVD/VV Rosgvardiya Rosgvardiya	rgd trf OVb	17may06 05apr16 08nov16	82A567 CCCP-85567 CCCP-85567 RA-85567 RA-85567 RA-85567 RA-85567 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Soviet Gvt/AFL c/s AFL/Magadan Aeroflot Mavial/Magadan Al East Line mfd trf LED trf DME 29jan83 01sep88 12sep93 18jan94 28jun03
	RA-85565	Tu-154B-2	Russian MVD/VV	rgd	jan02	

	RA-85567	Tu-154B-2	Mavial	DME	17aug03	operator ceased operations 29jun06; seen stored at GDx apr09/ may11; seen again 08sep11/16sep11 with tail cut off and being broken up; forward fuselage only 24feb12 toc 20may83; rgd 08jun83; f/n VKO 20sep85
83A568	CCCP-85568 RA-85568 RA-85568 RA-85568	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Yakutiya Aeroflot Sakha Avia SAAK	mfd YKS trf SHJ	23apr83 08jul94 20jul95 31mar98	f/n VKO 01sep97, in basic ex Aeroflot c/s, no titles; trf to SAAK in 1997 SAAK - Stavropol Avia; in basic ex Aeroflot c/s, no titles; leased apr98/jul01; CoFR renewal 18dec98; l/n SHJ 06nov99
	RA-85568	Tu-154B-2	Aerofrakht	rgd	26aug02	leased from Lodis; f/n VKO 27aug02, in basic ex Aeroflot c/s, no titles; l/n DME 18oct02; seen DME 13oct03, in basic ex Aeroflot c/s with titles; l/n LCA 01nov03
	RA-85568	Tu-154B-2	Mega Lodis OOO	rgd	05dec03	leased to Atlant-Soyuz 01dec03/01nov04; f/n VKO 27jun04; in basic ex Aeroflot c/s with Atlant-Soyuz titles; seen wfu in VARZ-400 at VKO jul04/oct09; in the process of being broken up 12aug10; t/t 18,923 hours and 8,348 cycles
82A569	LZ-BTV	Tu-154B-2	Balkan	mfd	14nov82	d/d nov82; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; l/n CPH 04sep99; seen in primer in VARZ-400 at VKO aug01/aug03
	UN-85569 UN-85569 UP-T5408	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aerotrans Aerotur KZ SkyBus	VKO SAW DMB	27jun03 03oct06 29jul10	in modified ex-Balkan c/s; l/n SAW 20sep06 with 'Aerotour KZ' titles; l/n CIT 19feb10, stored opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, small titles on nose only; l/n DMB 24jun13/01may19, stored
83A570	CCCP-85570(1) RA-85570(1)	Tu-154B-2 Tu-154B-2	AFL/International Aeroflot Rus. AI	mfd PRG	feb83 16nov92	toc 16mar83; rgd 22mar83; f/n GVA 09apr83; l/n SVO 14aug92 l/n SVO 19aug01/may02, no engines, wfu; canx 01apr02; soc 02apr02 as life-time expired; broken up; see c/n 87A754
83A571	CCCP-85571 RA-85571 RA-85571	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr CKL	28feb83 03aug93 25jul08	f/n Sperenberg 18apr83; rgd 12may83; l/n Sperenberg 06jul93 opb 8 adon at Chkalovski; l/n CKL 14aug06; overhaul completed 23jan08, see next line opb 223 LO at Chkalovski; in c/s similar to Rossiya without titles, carried a '223 LO' badge; l/n without titles; DME 27sep10; seen Chkalovski apr11 with 'VVS Rossi' titles; l/n KHV 2021
83A572	CCCP-85572	Tu-154B-2	Soviet AF/AFL c/s	f/f	21feb83	mfd 29mar83; rgd 12may83; f/n Sperenberg 01jun83; seen LHR 16may89; l/n Greenham Common 23may90
	RA-85572	Tu-154B-2	Russian AF/AFL c/s	Spr	02feb94	opb 8 adon at CKL; new CoFR issued 30oct02; l/n in standard 'Aeroflot' c/s CKL 17aug09; received small 'VVS Rossi' titles in addition to the 'Aeroflot' titles; f/n as such CKL 15sep10; l/n CKL 13aug12
	RA-85572	Tu-154B-2	Russian Air Force	SVX	05may14	opb 800 AvB at CKL; in basic Rossiya c/s with a '223 LO' badge, no titles; last overhaul completed 29dec14; l/n CKL 24dec16; w/o in the early hours of 25dec16 on the leg from Sochi to Latakia-Hmeimim of a flight from Chkalovski to Latakia-Hmeimim when the crew retracted the flaps instead of the landing gear by mistake, the aircraft lost height and crashed into the Black Sea 1.7 km off the coast (N43°25'30" E39°50'13") 70 seconds after take-off, all 8 crew and 84 passengers (among them 65 members of the Alexandrov Ensemble aka Red Army Choir) killed; t/t 6,689 hours
83A573	P-561 P-561	Tu-154B-2 Tu-154B-2	Chosonminhang Air Koryo	SXF fr.	29may84 28mar92	reported with flight plan 'P5-CVN'; l/n SVO apr92, see next line f/n NGO 04mar93; seen PEK 06mar07 with the left main gear on fire, but later departed after a 2 hour delay; l/n VVO 12aug24
83A574	CCCP-85574 RA-85574	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd VKO	31mar83 27nov97	rgd 12may83; f/n Sperenberg 18may83; l/n Sperenberg 06sep93 opb 223 LO at CKL; was stored for a long period of time before overhaul at VKO and transfer to FSB, see next line
	RA-85574	Tu-154B-2	FSB	VKO	04oct00	opb mil. unit 83475 at VKO; last overhaul completed 24nov99; with Belavia-style cheatline and Aeroflot-style grey tail, no titles; offered for sale by Russian privatisation agency 29mar07 with t/t 6,806 hours and 3,928 cycles; sold to S.D. Leichenko 27apr07 and probably sold on by him later
	RA-85574	Tu-154B-2	Zapolyarye	GOJ	26sep08	owned by RK Leasing; operator from documents; in previous c/s, no titles; l/n SSH 14jun09; arrested by Rosimushchestvo 02mar11 and offered for sale 13oct11, was at Ufa at the time; l/n UFA aug11/jun15 wfu, no titles; photo UFA 12nov16 with small 'Training Aircraft' titles and being used for de-icing practise this date; l/n UFA sep19/aug24
83A575	CCCP-85575 CCCP-85575 85575 UK-85575	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Uzbekistan Uzbekistan Airways Uzbekistan Airways	mfd trf SHJ FRU	20apr83 03jul89 24feb93 28jun03	toc 24may83; rgd 08jun83; opb 235 OAO; f/n GVA 19nov85 seen LHR may92 on a VIP flight this day
83A576	CU-T1253	Tu-154B-2	Cubana	d/d	27may83	l/n TAS 01jun09; current on Uzbekistan register dec10 l/n HAV 14nov98, stored; seen HAV 20apr02 in grey c/s without titles and registration; not in fleet list 31dec05; probably the bare metal Tu-154 seen HAV 28may06, with front upper fuselage and part of the tail missing; not reported since (here or in Russia) and probably broken up
83A577	CCCP-85577 RA-85577 RA-85577	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Yakutiya Aeroflot Sakha Avia	mfd YKS trf	15jun83 13may95 20jul95	toc 05jul83; rgd 18jul83; f/n VKO 18sep85 in basic AFL c/s with own titles; f/n SVO 29aug95; trf to Yakutiya, but wfu in 2004; stored at YKS, seen jul04/jun12; in fleet list 04may09 as wfu; in the process of being broken up 28jun12; remains still present 12sep12/03mar13
83A578	CCCP-85578 CCCP-85578 85578 UK-85578	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Uzbekistan Uzbekistan Airways Uzbekistan Airways	mfd trf SHJ TAS	28jun83 26jan90 24feb93 22apr94	toc 19jul83; rgd 25jul83; opb 235 OAO; f/n AER aug83 l/n TAS 17mar12
83A579	CCCP-85579 CCCP-85579 CCCP-85579	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Sultan Air	mfd trf AMS	16jun83 03mar90 19apr92	stored, prefix removed; l/n TAS 10may15 toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 l/n LED 17may91
	RA-85579 RA-85579 RA-85579 RA-85579	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia	FRA trf PRG LED	20dec92 22nov94 21aug98 21jul01	with Aeroflot titles and additional Sultan Air titles and tail logo; l/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; l/n LED 07sep92, still as such l/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; l/n LED 22oct00
83A580	CCCP-85580 CCCP-85580 EW-85580	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Belarus Belavia	mfd trf MSQ	16jun83 22jul88 09sep94	seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83 l/n MSQ 07sep93
83A581	CCCP-85581 EW-85581	Tu-154B-2 Tu-154B-2	AFL/Belarus Belavia	mfd SNN	16jun83 07jan94	seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; l/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85
83A582	CCCP-85582 EW-85582	Tu-154B-2 Tu-154B-2	AFL/Belarus Belavia	mfd SNN	22aug83 15jul94	seen MRV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; preserved at MSQ (N53.892054 E28.033835) by jul13; l/n aug24
83A583	CCCP-85583 EW-85583 RA-85583	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Belarus Belavia Sibir	mfd MRV rgd	01jun83 15may96 07aug96	toc 01sep83; rgd 12oct83 seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08 toc 28jul83; rgd 12oct83; f/n VKO 18sep85; l/n MSQ 09sep93
83A584	CCCP-85584 RA-85584 RA-85584 RA-85584	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Navial/Magadan AI Mavial	mfd GDx trf LED	31aug83 08jul94 18oct94 14apr99	stored this day, in Belavia fleet list 16nov93, last overhaul completed 28dec93 at MRV f/n LCA 27sep96; seen ATH 1996 with titles in cyrillic on starboard side; in basic ex Belavia c/s; seen VKO 16apr97; leased from Belavia 05mar96/05mar04; repainted in full Sibir c/s by jul00; l/n DME 21sep03; seen OVB jul05, wfu; t/t 31,718 hours and 12,671 cycles; scrapped at OVB in early 2011; not canx from Russian register
83A585	CCCP-85585 RA-85585 RA-85585	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk-KUF Aeroflot Samara	mfd DME trf	27sep83 20mar93 24nov94	l/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; l/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85
83A586	CCCP-85586 RA-85586 RA-85586	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr CKL	20sep83 12jul93 18aug02	seen MRV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; preserved at MSQ (N53.892054 E28.033835) by jul13; l/n aug24 toc 01sep83; rgd 12oct83 seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08 toc 28jul83; rgd 12oct83; f/n VKO 18sep85; l/n MSQ 09sep93
83A587	CCCP-85587 RA-85587 RA-85587	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr CKL	29sep83 19jul93 23jul07	rgd 15feb01 to 223 LO; in basic Aeroflot c/s, no titles; reflown after overhaul by Aviakor 22nov13, in primer; seen SVX 28jan14 in full c/s similar to Rossiya with small '223 LO' badge and 'VVS Rossi' titles; l/n OVB 16sep22
83A588	CCCP-85588 RA-85588 RA-85588 RA-85588 RA-85588	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Mavial/Magadan AI Vladivostok Avia Kolavia	mfd LED trf DME slid	25oct83 16jun93 18oct94 15aug99 apr07	rgd 06dec83; f/n VKO 20sep85; still 'CCCP-' 23jun93 opb 223 LO at Chkalovski; in full Aeroflot c/s with titles; l/n CKL 25aug03 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles UUS 04jul10; f/n with 'VVS Rossi' titles on the fin PEE 06sep10; l/n OVB 17oct14; damaged feb15 (appr. 18feb15) while under overhaul with Aviakor at Samara when a fire erupted, resulting in deformations of fuselage frame and wing spar; a repair was deemed economically not viable toc 13nov83; rgd 30nov83; f/n ALA oct85
83A589	CCCP-85589 UN-85589 UN-85589	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan Aeroflot Aeroflot c/s, n/t	mfd DUS DUS	31oct83 22may93 13nov93	l/n GDx 12may95, still in Aeroflot c/s and titles, without engines named 'Artym'; last overhaul completed 23dec98; l/n VVO 16aug06 initially in basic Vladivostok Avia c/s, with titles and logo; f/n OVB 17aug07; l/n as such DME oct07; seen in full c/s DME apr08; rgd 23apr10 to ALavia, leased to Kolavia 26apr10; l/n DME 05nov10; w/o 01jan11 whilst preparing for take-off from Surgut for a flight to Moscow when a short circuit occurred while the generators were connected to the aircraft's electrical system after start-up of the engines, the short circuit caused a strong fire in the generators' compartment in the tail which spread rapidly through the fuselage, the evacuation of the passengers took no less than 3 minutes due to panic, the fire brigades were not able to extinguish the fire so that the fuselage burnt out completely, of the 8 crew and 126 w passengers, 3 passengers were killed, 5 crew and 27 passengers seriously injured and 3 crew and 22 passengers slightly injured; t/t 32,354 hours and 13,147 cycles

83A590	CCCP-85590 CCCP-85590 EX-85590	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad AFL/Kyrgyzstan Kyrgyzstan Al	mfd trf RKT	08dec83 28nov89 16apr95	tail and no.3 engine cut off; moved to side of the highway on road to Balkhash,PP 2km from Karaganda; was reported set on fire, date unknown and dragged further onto the Steppe (N49.737579, E73.155716) toc 09dec83; rgd 21dec83; f/n MAN 05aug84; l/n AMS 30aug89
83A591	CCCP-85591 CCCP-85591 CCCP-85591 CCCP-85591 EW-85591	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International Balkan AFL/Magadan AFL/Belarus Belavia	mfd BRU trf trf SHJ	nov83 11jan89 25jan90 08feb90 24oct93	with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; underwent last overhaul apr96; repainted in blue/white c/s, rgd cheatline with just 'Kyrgyzstan' titles by jan04; l/n SHJ 06mar05; made airworthy again dec06 to be used as the president's aircraft (temporarily replacing Tu-154M EX-85718); l/n FRU 2018/feb23, wfu toc 09dec83; rgd 20dec83; f/n AMS 04feb84; l/n PRG 19mar85 in full Aeroflot c/s and titles with additional 'Balkan' sticker; l/n LHR 03may89
83A592	CCCP-85592 CCCP-85592 CCCP-85592 RA-85592	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International Indian Airlines Aeroflot Aeroflot Rus. Al	mfd lsd ret r/r	30nov83 01may89 30apr90 26nov92	l/n DME 07jul93 wfu shortly after its last overhaul; seen MSQ aug06/oct08, wfu; not in fleet list feb08; scrapped at MSQ may09, forward fuselage cut off by 14may09, only tail and wings remained by 15may09, l/n jul09; forward fuselage trf to MChS Belarusi for use as a rescue trainer toc 29dec83; rgd 11jan84; f/n HEL 30mar84; l/n TAS 27feb89
83A593	CCCP-85593 EW-85593	Tu-154B-2 Tu-154B-2	AFL/Belarus Belavia	mfd MSQ	26dec93 09may95	f/n SVO 30jun90; l/n SVO 30jun92 f/n HEL 14dec92; seen SVO jul00/may02, engineless; canx 01apr02; soc 02apr02 as life-time expired; broken up toc 27dec83; rgd 06feb84; f/n MSQ 18sep87; l/n MSQ apr93
84A594	CCCP-85594 RA-85594 RA-85594	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd HEL BRU	29feb84 21feb93 15may01	seen MSQ aug03/may12, wfu and stored; scrapped MSQ 08aug12 SatCom-equipped; rgd 16apr84; f/n HEL 14jul86; l/n Krzywa-Osla 25apr92 SatCom-equipped; l/n CKL 20aug99; overhaul completed 27dec00, see next line SatCom-equipped; opb 223 LO at Chkalovski; initially in basic Aeroflot c/s, no titles; l/n as such DXB 02jan04; repainted in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; f/n as such PRG 01may06; l/n without titles CKL 29jun10; seen OVB 03sep10 with 'VVS Rossii' titles on the fin; titles removed in 2017; l/n CKL 09jun22 rgd 31jan84; on charge as of 01apr84; f/n DME 21apr84; l/n DME 10sep92 l/n IKT 06jul94, in Aeroflot c/s and titles l/n SHJ 11sep01 no sightings f/n REN 29aug04; initially all-white c/s, no titles but full c/s in 2005; l/n SAW 05apr05 lsf Orenburg Airlines until 31oct07; in full c/s; still in fleet list 15nov07; in Orenair fleet list 15jan08; photo REN feb12, all-white c/s no titles, stored with parts missing; broken up REN 16nov12 rgd 16apr84; on charge as of 01jul84; c/n given as 83A596 in the MGA document; f/n ALA oct85; l/n OVB 30jun92
83A595	CCCP-85595 RA-85595 RA-85595 RA-85595 RA-85595 RA-85595	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk-KUF Orenburg Airlines Orenburg Airlines UTair Orenburg Airlines UTair	mfd trf DME rgd rgd VKO	02dec83 25oct93 26aug95 29jan03 01jun04 22jul06	l/n GDX 13may95, still in Aeroflot c/s and titles leased from Mavial/Magadan Avia; unofficially named 'Primorye' (not painted on); was stored at VVO in 2007 but made airworthy again mar08; l/n VVO 17sep09; scrapped at VVO in spring 2010, only minor parts remained by 10apr10 toc 21mar84; rgd 02apr84; f/n VKO 18sep85; l/n KBP 14apr92
84A596	CCCP-85596 RA-85596 RA-85596 RA-85596	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Mavial/Magadan Al Vladivostok Avia	mfd LED trf KIX	30jan84 10sep93 18oct94 jul98	later to Yakutiya, but remained in full Aeroflot c/s; seen YKS aug03/jun08, wfu; scrapped at YKS in winter 2008/09; remains still present YKS jun09 toc 04apr84; rgd 11may84; trf to MAP based on a decree dated 12aug85; f/n SVO 21sep85; was leased to Ethiopia and returned to Russia in 1993 for overhaul, returned again to Ethiopia photo exists, in white c/s with two blue cheatlines and grey undersides, wavy Ethiopian flag on the tail; wfu at Debre Zeyit, in poor condition; l/n sep16; moved to a new position (N8.709281, E39.001763) and visible on GE image 2018/2021; photo 28jan22, in very faded c/s and again in video footage released apr23 d/d 07jun84; last flight 22apr98,10,405.05 hours, 5,784 cycles; stored HAV; seen HAV mar00, stored/preserved outside Cubana hangar all-white c/s with large 'Centro de Admistramiento de la Aviación' titles; seen mar03, engines and outer wings missing and stripped to pieces but registration on plate in cockpit, built up again by 2006; l/n apr06; used by the airport fire service for fire practice and noted alongside the Cubana maintenance hangar minus its tail and in very derelict condition; nothing reported since (here or in Russia) and probably broken up toc 20jul84; rgd 27jul84; opb 235 OAO; f/n SVO 21sep85; l/n SXF 13may88
84A597	CCCP-85597 RA-85597 RA-85597	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Yakutiya-CNN Aeroflot Sakha Avia	mfd LED trf	29feb84 04aug93 19oct94	in Ariana c/s; l/n VKO 11apr91; return date ? l/n TAS 15apr92 with 'Uzbekistan' titles with 'Uzbekistan' titles; seen ATH sep98; l/n ALA 11aug99 seen TAS 07may05; l/n DME 08sep10; current on Uzbekistan register dec10; seen stored TAS aug13; broken up there apr15 d/d 13may85; rgd 16may85; f/n PRG 06jun86; l/n AMS 15sep90; canx 28mar91
84A598	CCCP-85598 1602	Tu-154B-2 Tu-154B-2	AFL/Belarus Ethiopian AF	mfd QHR	apr84 2005	l/n BTS 29jan03 with Russian Federation flag; l/n Kbely 29may05; ferried to MRV 14jun05 for overhaul and later sale in Russia; l/n 27aug05 in ARZ-411 in white/red/blue c/s with tail logo, no titles; stored at Zhukovski from spring 2006; last CoFR renewal 21jul10; l/n mar15, still stored; broken up jun16; t/t 4,184 hours and 3,362 cycles toc 23jul86; rgd 01aug86; opb 235 OAO; f/n SXF 27may87, SatCom-equipped SatCom removed f/n Eberswalde-Finow 30may92
84A599	CU-T1256	Tu-154B-2	Cubana	mfd	23apr84	f/n FJR 19jan96; l/n REN 25aug97 leased from Orenburg Airlines 21nov99/21nov00; f/n VKO 20may00 in basic Aeroflot c/s, no titles; l/n VKO 22jul00 leased from Orenburg Airlines from 15may01 in basic Aeroflot c/s, no titles; l/n DME 01aug03; CoFR renewal 16oct03 leased from Orenburg Airlines; in basic Aeroflot c/s with titles; l/n IST 13may04 in basic Aeroflot c/s, no titles; l/n REN 29aug04 in Orenburg Airlines c/s with titles leased from Orenburg Airlines until 31oct07; in basic Orenburg c/s with titles and tail logo; l/n GOJ 17sep07; not in fleet list 15nov07 already in fleet list 15jan08; l/n REN feb12 mfd 27oct86; rgd 28oct86; rgd 25nov86; opb 235 OAO; f/n ARN 12jan88, SatCom-equipped SatCom removed f/n DME 15aug92
84A600	CCCP-85600 CCCP-85600 YA-TAT 85600 UK-85600 UK-85600	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Uzbekistan Afghan Government Uzbek Government Uzbek Government Uzbekistan Airways	mfd trf SXF GVA TAS trf	20jul84 31dec88 dec89 30jan92 22apr94 unknown	f/n HAJ 02jun95; CoFR renewal 17apr00; l/n SHJ 03nov00 f/n VKO 17mar02; l/n VKO 17apr02 seen DME 11dec02, no titles; l/n DME 21sep03, as such; seen DME 30jun04, with titles; l/n DME 01sep07 l/n DME 17aug11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n may24 SatCom-equipped; rgd 20feb87; rgd 03mar87; f/n VKO 23apr89; l/n ORY 04jul89 SatCom-equipped; Cyrillic 'Soyetski Soyuz' titles and Soviet coat-of-arms and very small Aeroflot titles below the cockpit windows; seen FBU may91, brought Gorbachov to Oslo to receive his Nobel prize; l/n VKO 27sep91 SatCom removed; on charge as of 01jul92 in Aeroflot c/s and titles f/n BRQ 23aug94; l/n BRQ 26apr98 l/n BCN 02oct98; basic Orenburg Airlines c/s CoFR renewal 05feb99; l/n SHJ 12dec06 with 'Orenair' titles and tail logo; l/n LED 26sep11; stored at REN jan12; broken up at REN 10mar14 the last Tu-154B-2 built; SatCom-equipped; already f/n SVO 21sep85 ?; rgd 20sep86; l/n CKL 04jun92 SatCom-equipped; l/n CKL dec06 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles AAQ 18oct09; seen ROV 01nov11 with 'VVS Rossii' titles on the fin; titles removed in 2018; l/n LED 16jun22
84A601	OK-BYD 0601 0601 85601 RA-85601	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	CS-Gvt (LSFMV) Czechoslovak AF Czech Air Force basic CzAF c/s,n/t Aero Rent	mfd trf trf Kbe ZIA	30apr85 06feb91 01jan93 apr05 2006	l/n HAJ 02jun95; CoFR renewal 17apr00; l/n SHJ 03nov00 f/n VKO 17mar02; l/n VKO 17apr02 seen DME 11dec02, no titles; l/n DME 21sep03, as such; seen DME 30jun04, with titles; l/n DME 01sep07 l/n DME 17aug11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n may24 SatCom-equipped; rgd 20feb87; rgd 03mar87; f/n VKO 23apr89; l/n ORY 04jul89 SatCom-equipped; Cyrillic 'Soyetski Soyuz' titles and Soviet coat-of-arms and very small Aeroflot titles below the cockpit windows; seen FBU may91, brought Gorbachov to Oslo to receive his Nobel prize; l/n VKO 27sep91 SatCom removed; on charge as of 01jul92 in Aeroflot c/s and titles f/n BRQ 23aug94; l/n BRQ 26apr98 l/n BCN 02oct98; basic Orenburg Airlines c/s CoFR renewal 05feb99; l/n SHJ 12dec06 with 'Orenair' titles and tail logo; l/n LED 26sep11; stored at REN jan12; broken up at REN 10mar14 the last Tu-154B-2 built; SatCom-equipped; already f/n SVO 21sep85 ?; rgd 20sep86; l/n CKL 04jun92 SatCom-equipped; l/n CKL dec06 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles AAQ 18oct09; seen ROV 01nov11 with 'VVS Rossii' titles on the fin; titles removed in 2018; l/n LED 16jun22
84A602	CCCP-85602 CCCP-85602 CCCP-85602 RA-85602 RA-85602 RA-85602 RA-85602	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Privolzhsk-REN AFL/Ulyanovsk HFS Aeroflot Orenburg Airlines Aviaexpresscruise	mfd trf trf VKO trf rgd	23jul86 30jun90 11jul90 27apr93 25nov93 06may00	l/n HAJ 02jun95; CoFR renewal 17apr00; l/n SHJ 03nov00 f/n VKO 17mar02; l/n VKO 17apr02 seen DME 11dec02, no titles; l/n DME 21sep03, as such; seen DME 30jun04, with titles; l/n DME 01sep07 l/n DME 17aug11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n may24 SatCom-equipped; rgd 20feb87; rgd 03mar87; f/n VKO 23apr89; l/n ORY 04jul89 SatCom-equipped; Cyrillic 'Soyetski Soyuz' titles and Soviet coat-of-arms and very small Aeroflot titles below the cockpit windows; seen FBU may91, brought Gorbachov to Oslo to receive his Nobel prize; l/n VKO 27sep91 SatCom removed; on charge as of 01jul92 in Aeroflot c/s and titles f/n BRQ 23aug94; l/n BRQ 26apr98 l/n BCN 02oct98; basic Orenburg Airlines c/s CoFR renewal 05feb99; l/n SHJ 12dec06 with 'Orenair' titles and tail logo; l/n LED 26sep11; stored at REN jan12; broken up at REN 10mar14 the last Tu-154B-2 built; SatCom-equipped; already f/n SVO 21sep85 ?; rgd 20sep86; l/n CKL 04jun92 SatCom-equipped; l/n CKL dec06 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles AAQ 18oct09; seen ROV 01nov11 with 'VVS Rossii' titles on the fin; titles removed in 2018; l/n LED 16jun22
84A603	RA-85602 CCCP-85603 CCCP-85603 CCCP-85603 RA-85603 RA-85603 RA-85603 RA-85603 RA-85603	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Orenair Soviet Gvt/AFL c/s AFL/Ulyanovsk HFS Aeroflot/Aerovolg Aeroflot Orenburg Airlines TyumenAviaTrans Orenburg Airlines Orenburg Airlines Orenair	DME f/f trf trf OVb trf rgd rgd PUY	31may08 21oct85 04apr91 18apr91 21apr93 25nov93 23may01 05dec02 15sep07	l/n HAJ 02jun95; CoFR renewal 17apr00; l/n SHJ 03nov00 f/n VKO 17mar02; l/n VKO 17apr02 seen DME 11dec02, no titles; l/n DME 21sep03, as such; seen DME 30jun04, with titles; l/n DME 01sep07 l/n DME 17aug11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n may24 SatCom-equipped; rgd 20feb87; rgd 03mar87; f/n VKO 23apr89; l/n ORY 04jul89 SatCom-equipped; Cyrillic 'Soyetski Soyuz' titles and Soviet coat-of-arms and very small Aeroflot titles below the cockpit windows; seen FBU may91, brought Gorbachov to Oslo to receive his Nobel prize; l/n VKO 27sep91 SatCom removed; on charge as of 01jul92 in Aeroflot c/s and titles f/n BRQ 23aug94; l/n BRQ 26apr98 l/n BCN 02oct98; basic Orenburg Airlines c/s CoFR renewal 05feb99; l/n SHJ 12dec06 with 'Orenair' titles and tail logo; l/n LED 26sep11; stored at REN jan12; broken up at REN 10mar14 the last Tu-154B-2 built; SatCom-equipped; already f/n SVO 21sep85 ?; rgd 20sep86; l/n CKL 04jun92 SatCom-equipped; l/n CKL dec06 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles AAQ 18oct09; seen ROV 01nov11 with 'VVS Rossii' titles on the fin; titles removed in 2018; l/n LED 16jun22
84A604	CCCP-85604 CCCP-85604 RA-85604 RA-85604 RA-85604 RA-85604 RA-85604	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s	mfd mfd mfd mfd mfd mfd mfd	01feb87 apr91 	l/n HAJ 02jun95; CoFR renewal 17apr00; l/n SHJ 03nov00 f/n VKO 17mar02; l/n VKO 17apr02 seen DME 11dec02, no titles; l/n DME 21sep03, as such; seen DME 30jun04, with titles; l/n DME 01sep07 l/n DME 17aug11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n may24 SatCom-equipped; rgd 20feb87; rgd 03mar87; f/n VKO 23apr89; l/n ORY 04jul89 SatCom-equipped; Cyrillic 'Soyetski Soyuz' titles and Soviet coat-of-arms and very small Aeroflot titles below the cockpit windows; seen FBU may91, brought Gorbachov to Oslo to receive his Nobel prize; l/n VKO 27sep91 SatCom removed; on charge as of 01jul92 in Aeroflot c/s and titles f/n BRQ 23aug94; l/n BRQ 26apr98 l/n BCN 02oct98; basic Orenburg Airlines c/s CoFR renewal 05feb99; l/n SHJ 12dec06 with 'Orenair' titles and tail logo; l/n LED 26sep11; stored at REN jan12; broken up at REN 10mar14 the last Tu-154B-2 built; SatCom-equipped; already f/n SVO 21sep85 ?; rgd 20sep86; l/n CKL 04jun92 SatCom-equipped; l/n CKL dec06 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles AAQ 18oct09; seen ROV 01nov11 with 'VVS Rossii' titles on the fin; titles removed in 2018; l/n LED 16jun22
84A605	CCCP-85604 RA-85604 RA-85604 RA-85604 RA-85604 RA-85604 RA-85604	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aerovolg Aerovolg Orenburg Airlines Aviaexpresscruise Orenburg Airlines Orenair Orenair	trf IKT trf VKO BTS LED	10feb92 02jun93 25nov93 01jul98 19nov98 27jan07	l/n HAJ 02jun95; CoFR renewal 17apr00; l/n SHJ 03nov00 f/n VKO 17mar02; l/n VKO 17apr02 seen DME 11dec02, no titles; l/n DME 21sep03, as such; seen DME 30jun04, with titles; l/n DME 01sep07 l/n DME 17aug11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n may24 SatCom-equipped; rgd 20feb87; rgd 03mar87; f/n VKO 23apr89; l/n ORY 04jul89 SatCom-equipped; Cyrillic 'Soyetski Soyuz' titles and Soviet coat-of-arms and very small Aeroflot titles below the cockpit windows; seen FBU may91, brought Gorbachov to Oslo to receive his Nobel prize; l/n VKO 27sep91 SatCom removed; on charge as of 01jul92 in Aeroflot c/s and titles f/n BRQ 23aug94; l/n BRQ 26apr98 l/n BCN 02oct98; basic Orenburg Airlines c/s CoFR renewal 05feb99; l/n SHJ 12dec06 with 'Orenair' titles and tail logo; l/n LED 26sep11; stored at REN jan12; broken up at REN 10mar14 the last Tu-154B-2 built; SatCom-equipped; already f/n SVO 21sep85 ?; rgd 20sep86; l/n CKL 04jun92 SatCom-equipped; l/n CKL dec06 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles AAQ 18oct09; seen ROV 01nov11 with 'VVS Rossii' titles on the fin; titles removed in 2018; l/n LED 16jun22
84A605	CCCP-85605 RA-85605 RA-85605	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd VKO VKO	30jul86 27apr93 25mar07	l/n HAJ 02jun95; CoFR renewal 17apr00; l/n SHJ 03nov00 f/n VKO 17mar02; l/n VKO 17apr02 seen DME 11dec02, no titles; l/n DME 21sep03, as such; seen DME 30jun04, with titles; l/n DME 01sep07 l/n DME 17aug11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n may24 SatCom-equipped; rgd 20feb87; rgd 03mar87; f/n VKO 23apr89; l/n ORY 04jul89 SatCom-equipped; Cyrillic 'Soyetski Soyuz' titles and Soviet coat-of-arms and very small Aeroflot titles below the cockpit windows; seen FBU may91, brought Gorbachov to Oslo to receive his Nobel prize; l/n VKO 27sep91 SatCom removed; on charge as of 01jul92 in Aeroflot c/s and titles f/n BRQ 23aug94; l/n BRQ 26apr98 l/n BCN 02oct98; basic Orenburg Airlines c/s CoFR renewal 05feb99; l/n SHJ 12dec06 with 'Orenair' titles and tail logo; l/n LED 26sep11; stored at REN jan12; broken up at REN 10mar14 the last Tu-154B-2 built; SatCom-equipped; already f/n SVO 21sep85 ?; rgd 20sep86; l/n CKL 04jun92 SatCom-equipped; l/n CKL dec06 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles AAQ 18oct09; seen ROV 01nov11 with 'VVS Rossii' titles on the fin; titles removed in 2018; l/n LED 16jun22

Tu-154M production

84A701	CCCP-85606	Tu-154M	MAP LII Zhukovski	mfd	jul84	fuselage number 606, but Tu-154M c/n 701; f/f 16jul84; photo exists with type painted as 'Tu-154M', Tu-154B-2 fuselage, with anti-spin parachute container above No. 2 engine jetpipe for low-speed/high-alpha trials (not a closed APU); rgd only 24nov89; f/n BUD 28jul90; l/n ZIA 15aug92
	RA-85606 RA-85606	Tu-154M Tu-154M	LII Zhukovski Moscow Airways	ZIA SVO	01sep93 07may94	in Aeroflot c/s and titles in basic Aeroflot c/s, wfu aug99; l/n ZIA 19aug01, derelict; was leased from Zhukovski Research Institute; broken up; not canx from Russian register
84A702	CCCP-85607	Tu-154M	MAP LII Zhukovski	mfd	22nov84	fuselage number 607, but Tu-154M c/n 702; opb LIS OKB im. A.N. Tupoleva; in Aeroflot c/s; to MAP 24apr85 according to Soviet register; rgd only 05mar90; f/n VKO 07aug92
	RA-85607 EK-85607 RA-85607	Tu-154M Tu-154M Tu-154M	LII Zhukovski Arax Airlines Abakan Avia	ZIA EVN DME	31aug93 09oct95 06aug99	in Aeroflot c/s and titles leased from LII Zhukovski ?; l/n EVN 19jun97 l/n DME 20aug99

	RA-85607	Tu-154M	Dalavia	rgd	20jan00	trf 23feb00; first service 27feb00; f/n CAN 16sep00; was operated by Permskiye Avialinii for some time, photo exists but date and location unknown; operator ceased operations 19oct08; seen stored KHV nov07/oct11; in the process of being broken up feb12; t/t 15,591 hours and 5,892 cycles tested to destruction by the SibNIA institute at Novosibirsk; seen there 21apr93, according to personnel there it was the first production Tu-154M built, fuselage number 608 but Tu-154M c/n 703 fuselage number 609, but Tu-154M c/n 704; toc 04apr85; f/n LBG 30may85; rgd only 20aug86
84A703	CCCP-85608	Tu-154M	Aeroflot	VKO	18sep85	seen ULV 13jun94; l/n KUN 22aug96, titles not reported
84A704	CCCP-85609 CCCP-85609 RA-85609 RA-85609 RA-85609	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Moscow-VKO AFL/Ulyanovsk HFS Aeroflot Aeroflot c/s, n/t UVAU GA	mfd trf ULV SHJ rgd	20oct84 27oct86 31aug93 18nov97 08jun98	leased by UVAU GA to Aviaexpresscruise Ulyanovsk Higher Aviation School of Civil Aviation; in basic Aeroflot c/s with small 'UVAU GA' titles on the nose; f/n VKO 26may05; wfu in late 2011; sat wfu at ULY, l/n 26jul19 f/n DME 01jul85; on charge as of 01oct85
84A705	CCCP-85610 CCCP-85610 CCCP-85610 RA-85610 RA-85610 RA-85610 RA-85610 RA-85610	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Moscow-VKO AFL/Ulyanovsk HFS AFL/Moscow-VKO Aeroflot Vnukovo Airlines Vnukovo Airlines Sibir Sibir	mfd trf trf VKO trf VKO rgd DME	27dec84 01may86 25jun86 27apr93 30aug94 01jul98 11apr01 28jun03	seen VKO jul94/aug97, in Aeroflot c/s and titles, stored without engines in Aeroflot c/s, no titles; stored, engineless; CofR renewal 27sep00 seen may01, stored, engineless; f/n VKO 06sep01, active, in Aeroflot c/s, no titles carried additional 'S7' titles and logo by early 2006; l/n active DME 06sep08; wfu in late 2008; seen OVB may09/oct09, wfu; scrapped at OVB in early 2011; t/t 26,246 hours and 12,022 cycles also reported in official documents as 84A706; d/d may85; f/n FRA 29may85; last overhaul completed aug94
85A706	LZ-BTI	Tu-154M	Balkan	mfd	09dec84	l/n PDV 25nov98
	EP-LBE LZ-BTI EP-LBG LZ-BTI LZ-HMI LZ-HMI	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Kish Air Balkan Kish Air Balkan Balkan titles Balkan Holidays	DXB PRG DXB AMS SOF MAN	08feb98 19jun98 12feb99 21jun99 19mar01 01jul01	l/n AMS 15dec00; reportedly sold to a financial company in Africa in Hemus Air c/s offered for sale by Transavia in 2007 with t/t 27,576 hours and 12,429 cycles; seen stored at VAR 02jun07; l/n MRV 04mar08 in ARZ-411 in ARZ-411; l/n MRV 13feb09 in full colours; l/n THR 21sep10; stored Esfahan HESA jan12/oct21 d/d may85; f/n SXF 07apr85; last overhaul completed aug93; l/n AMS mar98 l/n DXB 03apr99
85A707	RA-85037(2) EP-MCV LZ-BTW EP-LBI LZ-BTW	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	primer Iran Air Tour Balkan Kish Air Balkan	MRV THR mfd DXB AMS	04aug08 mar09 02jan85 16dec98 02jun99	'EP-LBI' painted on flight deck; seen LHR 18dec99; seen VKO 20may00 after maintenance; l/n BUD 21dec00; reportedly sold to a financial company in Africa in Hemus Air c/s in basic Balkan c/s; l/n MAN 22sep01 offered for sale by Transavia in 2007 with t/t 28,092 hours and 12,826 cycles; seen stored at VAR 02jun07; l/n MRV 13feb09 in ARZ-411; probably for KavMinVody Avia in full colours; l/n ZAH 30jan11; stored Esfahan HESA jan12/oct21 rgd 25mar85; f/n ATH 04may85; seen stored DAM jul98/may10; two Tu-154s still visible (YK-AIA and YK-AIC ?) on Google Earth 2021
85A708	EP-MCX YK-AIA	Tu-154M Tu-154M	Iran Air Tour Syrianair	THR mfd	26aug09 jan85	on the assembly line (on the photo together with completed and painted Tu-154M CCCP-85609); no markings apart from the registration (without hyphen); see c/n 91A884 in full c/s; f/n ATH 06may85; stored at DAM, seen jul98 and being worked on by nov05; ferried to Aviakor at Samara nov05; believed still present sep09, but probably scrapped since rgd 01may85; f/n ATH 29may85; last seen operational ATH 25may01; seen stored DAM jan02/may10; two Tu-154s still visible (YK-AIA and YK-AIC ?) on Google Earth 2021 rgd 1986; with CAAC titles; f/n VKO 23feb92; last overhaul completed 19aug98; l/n Dangyang 22may09 no titles with Chinese flag; seen NAY 22sep19; l/n NAY 18feb23, wfu government VIP aircraft; f/n SHA 20jul86 converted to, see next line
85A709	CCCP-85709(1)	Tu-154M	bare metal	Sae	1984	Type I ELINT aircraft (D stands for Dian, Chinese for Electronic) with several blisters under the fuselage; photo exists in full CAAC c/s; seen NAY 19mar96 in CUA c/s but still with CAAC titles; later converted to Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under fuselage; based at Nan Yuan; l/n Dangyang 22may09
	YK-AIB	Tu-154M	Syrianair	rgd	28apr85	photo proof no titles with Chinese flag and without canoe-shaped fairing photo proof no titles with Chinese flag and again with canoe-shaped fairing under the fuselage; seen NAY 07nov12; l/n Dangyang 12oct19, fuselage only test flown as such Samara-Bezmyanka 1986; see c/n 91A889 with CAAC titles; f/n PEK 05jun88; last overhaul completed 06aug98; stored at NAY with t/t 13,333.03 hours and 8,226 cycles, seen mar05/oct06; l/n NAY 08may13; in the process of being dismantled at NAY jun13, for preservation ?
85A710	YK-AIC	Tu-154M	Syrianair	mfd	mar85	rgd 1986; with CAAC titles; f/n SIA 23oct88; last overhaul completed 04dec98; stored at NAY with t/t 13,080.3 hours and 7,941 cycles and seen NAY 22sep16, wfu in the technical school, still with the CUA badge on the tail and CAAC titles; l/n NAY 02mar21 toc 25oct85; mfd given as 18jun86; rgd 13aug86; l/n VKO 11sep92
85A711	B-4001	Tu-154M	China United AI	MFG	22may85	l/n VKO aug99, in Aeroflot c/s and titles, wfu wfu, no engines; still present jun03 with additional 'S7' logo and titles since around aug06; l/n DME 07nov07; reported DME jan08 without engines
85A712	B-4001 B-4002 B-4138 B-4138	Tu-154M Tu-154M Tu-154M Tu-154M/D	Chinese Air Force Chinese Air Force China United AI China United AI	rgd rgd NAY toc	1986 1986 feb92 1995	operator received licence 07mar08; leased from mother company S7 Airlines; in all-white c/s; titles taped on at DME 09/10mar08; f/n in full c/s GOJ 08may08; l/n DME 14nov08 all-white c/s with large KMV titles; l/n PEE 05nov10; stored MRV since dec10; seen with tail cut off aug12 rgd 1985; f/n PEK 23mar86; l/n SIA 09oct88, see trf date next line f/n VKO 27sep91; l/n PEK 26oct96 f/n BRQ 03apr98; l/n MRV 01aug04; see c/n 98A1015 l/n as such SZG 10jan06; offered for sale on internet 09nov05; company later acquired by Aeroflot; carried additional 'Aeroflot' titles since may06; l/n VKO 12aug06; see c/n 76A140 repeated by Roand this date; l/n HRG 22jan08 titles added at THR 14jun08; l/n in basic Atlant-Soyuz c/s THR 03nov08; f/n in full c/s SVO 25nov08; l/n THR 18feb11, stored; stored Esfahan HESA 2012/oct21 according to Iran Air Tour f/n SIA 06apr86; l/n CAN 14oct88, see trf date next line l/n PEK 26oct96 f/n IST 21apr98; l/n ALA 13may98; see c/n 98A1018 delivered to Iran that day; l/n DXB 31jan03 canx 31dec03 as leased to Bulgaria; see c/n 74A081 c/n checked; leased from VARZ-400, subleased from Airlines 400; carried small additional 'Airlines 400' titles; seen in VARZ-400 22jul07 in VARZ-400 with just '85836' on the nose wheel door; sat wfu in VARZ-400, seen 07nov09/03oct13; scrapped by VARZ-400 before 22oct13 never taken up, see above f/n PEK 05mar86; l/n PEK 29oct86 f/n URC 29may94; l/n URC 25sep99; sold early 2001 l/n GYD 15may11, seen GYD 12dec11, wfu and without titles; broken up d/d mar86; f/n MIA 14mar86; seen MIA 11feb87; still on register by 1995 ! on delivery; l/n SNN 29jan94 f/n FRA 26jan96; l/n DME 21may96 leased from Omskavia; in basic ex Omskavia c/s, green cheatline, white tail with titles; l/n NBO 24jul98 last overhaul completed 05sep00; f/n DME 01apr01 carried additional small 'Domodedovo Airlines' logo on nose from aug05; l/n DME 27oct05 still with Omskavia tail c/s; l/n SAW 01nov06 in full AIUnion c/s with small additional 'Aviakompaniya Samara' titles; l/n operational DME 17aug08; operator's certificate revoked 30sep08; offered for sale by Sberbank 17dec08 with t/t 22,205 hours; stored at KJA, l/n oct09/jul10; broken up reportedly ex CCCP-85720, not taken up; d/d 06feb86; seen MAD oct91; l/n HAV 20nov96; w/o 29aug98 on the leg from Quito to Guayaquil (Ecuador) of a flight from Quito to Havana when the crew forgot to select the switches for the hydraulic valves of the control system as they had faced problems with starting up one of the engines, the aircraft did not rotate after having reached Vr speed and the decision to abort the take-off was taken too late so that the aircraft overran the runway, ploughed into a football field and caught fire, all 14 crew members, 56 of the 77 passengers and 10 people on the ground were killed; t/t 9,256 hours
85A713	CCCP-85713(1) B-4003	Tu-154M Tu-154M	bare metal China United AI	mfd rgd	19jul85 1986	trf 23jun86; rgd 13aug86; f/n VKO 14sep86; l/n VKO 11sep92
85A714	B-4004	Tu-154M	China United AI	mfd	25sep85	trf 30aug94; seen VKO 25aug97, wfu probably as payment for debts; l/n VKO aug01/aug02, in Vnukovo Airlines c/s and titles, wfu f/n DME 16aug03; carried additional 'S7' logo and titles since at least dec05; l/n DME feb08 in all-white c/s with just 'S7' logo and 'www.s7.ru' titles; l/n BCN 29apr08 operator received licence 07mar08; leased from parent company S7 Airlines; in full c/s; stored at DME, seen mar09/04sep10; ferried for rework to ARZ-411 at MRV sep10 in basic Globus c/s without titles, but still with logo on fin; seen stored ARZ-411 at MRV sep11/aug12; broken up on charge as of 01jul86; rgd 13aug86; opb 235 OAO; f/n SVO 25sep87 l/n IKT 05jul92 f/n IKT 02jun93, in Aeroflot c/s and titles
	RA-85611 RA-85611 RA-85611 RA-85611 RA-85611	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Moscow-VKO Aeroflot Vnukovo Airlines Aeroflot c/s, n/t Sibir	DME VKO trf VKO VKO	01jul85 21mar93 30aug94 29may00 01jul04	
	RA-85611	Tu-154M	Globus	DME	09mar08	
85A716	RA-85611 B-2601 B-2601 UN-85835(1) RA-85140(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	KavMinVody Avia CAAC (Xian-Dir) China Northwest Sayakhat Continental Aw	VKO mfd trf trf	30may09 31oct85 jul88 jan98 15oct04	
	RA-85140(2) EP-MCQ	Tu-154M Tu-154M	Atlant-Soyuz Iran Air Tour	VKO THR	21aug06 14jun08	
85A717	B-2602 B-2602 UN-85836(1) EP-LBN RA-85081(2) LZ-LCT	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest Sayakhat Kish Air Middleton Group Bulgarian Air Ch.	mfd trf trf VKO rgd CGN	23nov85 jul88 jan98 16dec99 06may03 01jun03	
	85836(1)	Tu-154M	all-white c/s, n/t	VKO	07nov09	
85A718	RA-85081(2) B-2603 B-2603 4K-AZ17	Tu-154M Tu-154M Tu-154M Tu-154M	OOO Finzaidier CAAC (Urumqi-D) China Xinjiang Al Imair	rgd rgd trf BAK	18jun10 1985 jul88 14apr01	
85A719	8R-GGA CU-T1276 RA-85818 EP-MAJ RA-85818 RA-85818 RA-85818 RA-85818	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Guyana Airways Cubana Omskavia Iran Air Tour Omskavia, n/t Omskavia KrasAir Samara	mfd SNN rgd THR rgd CGN KJA DME	07dec85 22dec88 14dec95 mar97 27sep00 oct01 16jun06 16jul07	
85A720	CU-T1264	Tu-154M	Cubana	mfd	23dec85	
85A721	CCCP-85612 RA-85612 RA-85612 RA-85612 RA-85612 RA-85612	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Moscow-VKO Vnukovo Airlines East Line Sibir S7 Airlines Globus	mfd VKO rgd rgd DME OVb	20jun86 21may94 14jun00 07aug03 22mar08 19may08	
	RA-85612	Tu-154M	KavMinVody Avia	DME	19jun11	
85A722	CCCP-85613 CCCP-85613 RA-85613	Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s AFL/East Siberia Baikalavia	mfd trf trf	06jun86 20sep89 30jun92	

	RA-85613 RA-85613	Tu-154M Tu-154M	Baikalavia Sibir	SVO OVb	20aug95 02jul03	l/n IKT 05jun01; carried 'Baikal Airlines' titles engineless with 'Baikal' logo; f/n operational TOF 22may05, no 'Baikal' logo; additional 'S7' logo since oct05; seen OVB mar09/ sep12, stored
86A723	CCCP-85614 RA-85614 RA-85614	Tu-154M Tu-154M Tu-154M	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Navy	mfd VKO Sae	jun86 21may94 07oct10	rgd 25sep86; photo in "Aviation Week & Space Technology" oct93 in fleet list of 223 LO mar95; l/n VVO 18apr97 Initially in basic Aeroflot c/s with a Russian Navy flag above the forward cabin windows, no titles; reportedly based in the Far East initially; canx 12mar01 as 'destroyed', presumably a paperwork exercise; l/n in its old c/s Samara-Bezymyanka 07oct10; based at Yeisk by 2012; repainted in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows, no titles; f/n as such Samara-Bezymyanka 26apr12; l/n EIK 20jul13
	RF-85855(2)	Tu-154M	Russian Navy	ph.	nov13	at Samara-Bezymyanka in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows, no titles; l/n OVB 02sep23 active; see c/n 89A823
86A724	B-2604 B-2604 UN-85837(1) RA-85146(2) RA-85146(2) EP-MCP	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest Sayakhat Continental Awz Atlant-Soyuz Iran Air Tour	mfd trf trf rgd VKO THR	29mar86 jul88 jan98 17jun04 13sep07 07jul08	f/n PEK 06apr86; l/n PEK 29oct86 f/n VKO 23feb92 see c/n 91A876; f/n ATH 09jul98; l/n ALA 05dec03 f/n BCN 19jun04; l/n operational PED 28may06; l/n VKO jul/aug06 in VARZ-400; see c/n 76A146 in VARZ-400; l/n VKO 29sep07 in basic Atlant-Soyuz c/s with Iran Air Tour titles and tail logo; l/n THR 17feb11; stored Esfahan HESA jan12; converted to an aerial water bomber; commissioned 29sep18 and deployed to Ahvaz Airport the next day; no reg visible; returned to Esfahan and still stored there oct21
86A725	B-2605 B-2605 UR-FVV EP-TQD	Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest Donbass Airlines Qeshm Air	mfd trf TFS SHJ	30mar86 jul88 28jul98 22nov98	f/n PEK 28oct86; l/n SHA 14oct88, see trf date next line l/n PEK dec97; was reportedly sold to Sayakhat still in basic China Northwest c/s, with Donbass titles and tail emblem c/n from JP-00; registration badly painted, EP-TQB reported in error at DXB 25mar99 and DXB 13mar01; l/n DXB 28may01
	RA-85726(2)	Tu-154M	Aeroflot-Don	rgd	27jul02	f/n BCN 31aug02; c/n checked SHJ 28nov04; never received the new c/s; offered for sale 07aug08; l/n AYT 30sep08; see c/n 92A908
	RA-85726(2)	Tu-154M	Donavia	ROV	07may10	seen ROV 08jun10 without titles; placed into storage summer 2010; l/n ROV nov10; scrapped in ROV (RZGA No. 412) feb11; nose section seen Taganrog 29jun11
86A726	B-2611 B-2611 UN-85852 UP-T5402	Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Urumqi-D) China Xinjiang Al Sayakhat Sayakhat	rgd trf ALA SSH	1986 jul88 08jun01 05jun08	d/d jun86; f/n PEK 28oct86; l/n PEK 06oct88, see trf date next line f/n URC 29may94; l/n SVO 11aug00; out of service mar01; sold to Russia l/n TLV 17apr08 seen stored ALA jan11/aug13 (N43.354322 E77.023963), still in basic China Xinjiang colours with titles and broken up 2013
86A727	SP-LCA 4K-727 LZ-LCS 4K-727	Tu-154M Tu-154M Tu-154M Tu-154M	LOT Turan Air Bulgarian Air Ch. Turan Air	rgd RKT TXL VKO	28may86 03dec95 25may02 30aug07	last service 06dec92; seen WAW 07jul95 in basic LOT c/s without titles; delivered ex WAW 19jul95; canx 27jul95 reported ATH dec95, white tail, no titles.; Azeri flag by front door; l/n DME 20dec01; named 'Naxçıvan' (the Azeri spelling of Nakhichevan); had ex-LOT c/s for a while; current on Azerbaijan register 20nov03 probably leased from Turan Air; awaiting rework (without outer wings and engines) at VARZ-400, seen jul04/aug06, registration removed by 2006 painted up by VARZ-400 30aug07; l/n GYD 15may11/09feb12, wfu; no longer visible on Google Earth apr13, so probably broken up f/n SHA jul86; l/n PEK 28oct86
86A728	B-2606 B-2606 UN-85853 UN-85853 UP-T5403	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Urumqi-D) China Xinjiang Al Sayakhat, n/t Sayakhat Sayakhat	rgd trf ALA FRA KIV	1986 jul88 08jun01 24jul01 06sep08	f/n URC 29may94; l/n SIA 25may00, operational; out of service mar01 basic China Xinjiang c/s; reg only under wing; UN-85853 handwritten incorrecly on nose wheel door l/n ALA 24feb08 l/n ALA 25jan11; seen ALA (N43.354766 E77.024469) apr11/may11, stored and broken up by 2013
86A729	B-2607 B-2607 UN-85854 UP-T5404	Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Urumqi-D) China Xinjiang Al Sayakhat Sayakhat	rgd trf ALA SKG	1986 jul88 08jun01 18jun08	f/n CAN 06nov86 f/n PEK may91; l/n URC 25sep99, operational; out of service mar01 basic China Xinjiang c/s; l/n TLV 28feb08
86A730	B-2612 B-4050 B-4050	Tu-154M Tu-154M Tu-154M/D	CAAC (Peking-Dir) China United Al Chinese Air Force	r/r ph.	1992 1994 aug15	seen SAW 18oct11, active; l/n ALA 06nov12/10aug13, stored and broken up since with operator CUA ? from nov86 with CAAC titles; f/n NAY 22mar96; l/n NAY 18sep14 still with the CUA badge on tail; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; seen NAY 07jun17; seen NAY 25jul19, no wings or tail; preserved since 2019 at Chengdu Pengzhou Aviation Theme Park; l/n 26oct23; l/n 04may24
86A731	CCCP-85615 RA-85615 RA-85615 RA-85615 RA-85615 RA-85615 RA-85615	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Moscow-VKO Aeroflot Vnukovo Airlines Sibir Permskiye Avialin. Sibir S7 Airlines	mfd VKO MST rgd PEE ret OVb	24jul86 02sep93 07jun94 01jul02 25may06 dec06 12mar08	toc 29jul86; rgd 15aug86; f/n VKO 14sep86; l/n VKO 11sep92 l/n MST 28may94 trf to Vnukovo Airlines 29aug95 (see f/n date); seen VKO 21aug01/18feb02, without engines f/n DME 18aug02; l/n DME 29oct05 leased from Sibir; l/n ASW nov06 in basic Permskiye Avialin c/s, no titles, but 'PAL' logo still on fin; f/n HAJ 13jan07; l/n LED 04nov07 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; l/n OVB 01sep08; latest CoFR issued 06nov08
	RA-85615	Tu-154M	Moskoviya	DME	14mar09	in basic S7 c/s with just small titles on the nose; l/n DME 02sep09; sat wfu at OVB, seen 13nov09/apr13; h/o to the airport operator in summer 2013 for use as a training aircraft by the rescue services, still in full c/s but titles removed; l/n 02jul22, rudder missing; l/n 01aug23
86A732	CCCP-85616 RA-85616 RA-85616 RF-85856	Tu-154M Tu-154M Tu-154M Tu-154M	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Navy Russian Navy	mfd ph.	jul86 19aug05 jun14	rgd 25sep86; no reports in 223rd flight Unit fleet list mar95, but not on Russian register feb98 1; photo in full Aeroflot c/s, opb Russian Navy, in AFM jan01; canx 12mar01 as 'destroyed' presumably a paperwork exercise, see next line operational, basic AFL c/s with navy flag above forward cabin windows; l/n Yeisk 02nov12 active in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows and 'MA VMF Rossi' titles on the fin; l/n Novokutznetsk 13jun24
86A733	SP-LCB 4K-733 4K-733 LZ-HMP LZ-LCV LZ-LCV LZ-LCV LZ-LCV LZ-LCV LZ-LCV	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	LOT ex-LOT c/s, n/t Turan Air Hemus Air Bulgarian Air Ch. Airlines 400 ? Bulgarian Air Ch. Kish Air n/t Bulgarian Air Ch.	rgd BAK DME BLL VKO autum02 STR DXB DUS	28aug86 16may96 06jul98 14jun00 28jun02 autum02 20jun03 29jan04 30apr04	last service 02dec92; canx 01aug95, delivered ex WAW 28jul95 operated by Turanair l/n DME 30may00; named 'Ganca' (the Azeri spelling of Gyandzha) by nov98 seen BLL 17feb01 with add 'Albanian Airlines' titles; l/n LGW 06oct01 c/n from AL, JP, "B.A.C." on tail; l/n DRS 17sep02 no sightings "A.C." on tail; l/n DUS 19oct03
	4K-733	Tu-154M	Turan Air	DME	12sep06	Isf Turanair; "B.A.C." on tail; left Bulgaria for Moscow 20dec04, terminating the operation of this type by the company; l/n THR may05; sub-Isf Iran Air Tour
86A734	B-2608 B-2608 RA-85734(2)	Tu-154M Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest Dalavia	mfd trf trf	31aug86 jul88 jul02	c/n not checked; in basic Bulgarian Air Charter c/s with 'Turan Air' titles and logo; seen GYD aug11/feb12, stored f/n CAN 06nov86; l/n SIA 09oct88, see trf date next line l/n XIY may99/may00, stored; gone by sep00; reported owned by Skir Air Ukraine jun01; offered for sale with t/t 19,974 hours and 10,571 cycles; seen in VARZ-400 21aug01 in primer rgd 18oct02; f/n CAN 26oct02; operator ceased operations 19oct08; seen stored KHV sep09/oct09; broken up at KHV nov14; see c/n 92A916
86A735	B-2609 B-2609 MSN735 RA-85845	Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest all-white c/s Vladivostok Avia	mfd trf XIY rgd	30sep86 jul88 17sep00 07may01	f/n SIA 01nov86; l/n KWL apr91 and CAN oct91, see trf date next line f/n VNO 08jul92; seen XIY may99/may00, stored c/n painted on tail as registration named 'Ussurisk' after a town in the Far East; f/n SVX 15jun01; w/o 04jul01 (local time, according to Moscow time still 03jul01) on the leg from SVX to IKT of a flight from SVX to VVO when lost speed on approach to Irkutsk at night in clouds, stalled, entered a flat spin and crashed in a forest clearing near Burdakovka, all 9 crew and 136 passengers killed, t/t 20,953 hours 17 minutes and 11,387 cycles c/n as such in MGA document, but given in register as 86A-617 which was never built; toc 14oct86; rgd 21oct86; f/n VKO 24sep87; dbr 24sep88 in a hard landing at Norilsk when suffered structural deformations; t/t reportedly only 65 hours; trf 18may89 to Ulyanovsk HFS and used as a ground instructional airframe; soc and canx 18jan90; seen sep92/jun05 (N54.275872 E48.241233); used in an exercise by the fire brigade jun07/26jul19
86A736	CCCP-85617	Tu-154M	AFL/Vnukovo	mfd	13oct86	toc 14nov86; rgd 25nov86; f/n VKO 13sep87; l/n VKO 11sep92
86A737	CCCP-85618 RA-85618 RA-85618 RA-85618 RA-85618	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir S7 Airlines	mfd VKO BKA rgd OVb	13nov86 21mar93 04jul94 30oct01 13mar07	trf 29aug95; l/n VKO 19aug01, wfu; was rgd 14jun00 to East Line, probably as payment for debts f/n PEK 15mar02; f/n with additional 'S7' logo and titles jul06; l/n KHV 13feb07 logejet for 'SPSR Ekspress-Logisticheskiy Ekspress-Operator' since feb07, with big 'S7' logo on tail; seen DME oct08/oct09 stored; l/n DME 07jun10, in service but for what airline ?; seen at ARZ-411 at MRV 07sep10; broken up at MRV
86A738	CCCP-85619 RA-85619 RA-85619 RA-85619 RA-85619	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Meta Aviotr Maced Vnukovo Airlines Sibir	mfd ZRH trf rgd	12nov86 14feb93 29aug95 29apr02	toc 13nov86; rgd 25nov86; f/n VKO 13sep87; l/n VKO 11sep92 named 'Ohrid' and with '02' on nose; l/n sep95 f/n VKO 11mar96; l/n DME 22sep99 named 'Yulia Fomina' after a stewardess who was killed aboard this aircraft when it was hijacked by Chechen terrorists 15mar01 while still owned by Vnukovo Airlines; f/n DME 15aug02; carried additional 'S7' titles and logo by mar06; l/n active DME 07aug08; removed from operator's certificate nov08; stored at DME, seen mar09/aug09; seen in ARZ-411 at MRV 07sep10; broken up MRV apr12
86A739	CCCP-85620 TC-GRA RA-85620 TC-GRA TC-ACT RA-85620 RA-85620 RA-85620	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Greenair Vnukovo Airlines Vnukovo Airlines Active Air Vnukovo Al, n/t Vnukovo Airlines	mfd SNN MST VKO IST VKO VKO VKO	12dec86 20feb90 01apr95 15may95 21jun95 16apr97 24aug97	toc 12dec86; rgd 22dec86; f/n SVO aug87; canx 05mar90 rgd 14may90; named 'Cappadocia'; seen HAJ mar92 departed this day after painting, RA- registration taped over; trf 29aug95 still with Turkish registration named 'Prizren'; canx may96 already returned may96 l/n VKO 02jun01

	RA-85620	Tu-154M	Sibir	rgd	27jun01	f/n VKO 08jul01; additional 'S7' titles and logo since at least mar06; l/n OVB 01mar09, stored; broken up; t/t 37,427 hours and 12,995 cycles
86A740	B-2610	Tu-154M	CAAC (Xian-Dir)	mfd	22dec86	f/n SIA oct87; l/n SIA 09oct88, see trf date next line
	B-2610	Tu-154M	China Northwest	trf	jul88	seen VKO 11sep92 on overhaul; w/o 06jun94 on a flight from Xian to Guangzhou when the auto-pilot caused oscillations (due to faulty connections during maintenance) shortly after take-off so that the aircraft started to shake violently, broke up in mid-air 8 minutes after take-off and crashed 29 km south-east of Xian-Xianyang Airport, all 14 crew members and 146 passengers were killed; t/t 12,507 hours and 6,651 cycles
86A741	B-2614 B-4051 B-4051	Tu-154M Tu-154M Tu-154M	China United Al China United Al Chinese Air Force	rgd r/r NAY	nov86 1994 02nov10	with CAAC titles; f/n NAY 22mar96; l/n NAY 10oct09
86A742	CCCP-85621	Tu-154M	AFL/Vnukovo	mfd	14jan87	no titles with Chinese flag; l/n NAY 25sep19
	CCCP-85621	Tu-154M	Vardar Bosna Air	ZRH	23may92	toc 15jan87; rgd 30jan87; f/n VKO 16sep87; l/n VKO 27sep91
	RA-85621	Tu-154M	Vardar Bosna Air	ZRH	08nov92	named 'Ohrid' after a city and lake in North Macedonia
	RA-85621	Tu-154M	Vnukovo Airlines	VKO	27apr93	named 'Ohrid'
	RA-85621	Tu-154M	Aeroflot	VKO	02sep93	in basic Vardar Bosna Air c/s, no titles; l/n VKO 17jul93
	RA-85621	Tu-154M	Vnukovo Airlines	MST	23dec94	opb Vnukovo Airlines; arrived for painting at MST 13dec94
86A743	LZ-BTQ	Tu-154M	Balkan	mfd	23dec86	w/o 29aug96 on a flight from Vnukovo to Longyearbyen (Spitsbergen archipelago) when descended in clouds, deviated from the prescribed flight path to the right by 3.7 km on final approach and crashed at a height of 907 metres into the mountain Operafjellet (968 metres) in the Adventdalen valley, 14.2 km east of the airport, all 11 crew members and 130 passengers were killed; soc 03nov96
	LZ-BTQ	Tu-154M	Macedonian AT	DUS	may95	f/n SNN 18mar87
	LZ-BTQ	Tu-154M	Balkan	SHJ	13mar96	in basic Balkan c/s with MAT titles and logo
	EP-LBD	Tu-154M	Kish Air	SOF	07jan98	last overhaul completed mar97
	LZ-BTQ	Tu-154M	Balkan c/s, n/t	FRA	20jul98	'EP-LBD' seen painted on flight deck AMS 01mar99; EP-LBO was reported DXB 31mar98, probably a misread for this as never reported in their fleet list
	LZ-BTQ	Tu-154M	Balkan	PRG	27mar00	l/n SOF 01may99, as such; seen AMS 25oct99, titles not reported
	LZ-HMQ	Tu-154M	Hemus Air, n/t	SOF	19mar01	l/n AMS 07oct00; reportedly sold to a financial company in Africa
	LZ-HMQ	Tu-154M	Hemus Air	MAN	14jul01	in basic Balkan c/s; l/n GLA jul01
	LZ-HMQ	Tu-154M	Balkan Holidays	LGW	apr02	in basic Balkan c/s; l/n WRVO 07sep01
	RA-85038(2)	Tu-154M	KavMinVody Avia	MRV	06jan08	offered for sale by Transavia in 2007 with t/t 26,051 hours and 11,429 cycles; seen stored at VAR 02jun07; l/n MRV 06jul07 in ARZ-411
87A744	EP-LBC	Tu-154M	Balkan	LHR	30mar87	l/n DME 31may08; sold to Iran jul08; see c/n 73A038
	LZ-BTX	Tu-154M	Kish Air	DXB	08feb98	still with KavMinVody Avia cheatline; l/n as such THR 03nov08; on 08may09 the airplane encountered bad weather and the fuselage sustained 1.8 G acceleration forces and was struck by hail stones, diverted to Mashhad and landed normally, with substantial damage to the fuselage, radome and cockpit windshield; seen stored MHD 01aug09 (N36.244541 E59.624291); l/n feb16/dec17
	LZ-BTX	Tu-154M	Balkan	LHR	30jan99	in basic Balkan c/s with titles; l/n DXB apr98
	LZ-LTX	Tu-154M	Balkan	SOF	09jun00	ex-reg 'EP-LBC' seen painted on flight deck AMS 24feb99; l/n SOF 04sep99; no record of arrival at Vnukovo
	LZ-LCX	Tu-154M	Balkan Air Charter	SXF	02jan01	delivered this date; l/n SOF 05sep00
	LZ-LCX	Tu-154M	Air Adriatic Chart	PUY	25jul01	only for a short period
	LZ-LCX	Tu-154M	Bulgarian Air Ch.	DUS	29sep01	l/n SXF 15jul04
	LZ-LCX	Tu-154M	Iran Air Tour	THR	21apr05	l/sf Bulgarian Air Charter, in basic c/s of that company, no titles; returned from lease; seen in VARZ-400 22jul07, rework started apr08; seen bare metal, complete, VARZ 11nov09;
	--	Tu-154M	all-white c/s, n/t	VKO	04jun10	in VARZ compound, marked '87744' on nose wheel door; l/n VKO 18jun10 as such
	RA-85099(2)	Tu-154M	Continent	VKO	21jul10	in all-white c/s; l/n ROV 01jun11; seen NOZ sep11/may23, stored; see c/n 75A099
87A745	SP-LCC	Tu-154M	LOT	mfd	20feb87	rgd 03mar87; last service 24jan92; delivered ex WAW 18dec96; canx 24dec96
	RA-85827	Tu-154M	Bural	rgd	24apr97	l/n DME 30may97; CoFr renewal 23nov99, see next line
	RA-85827	Tu-154M	East Line	DME	07jul98	l/n DXB 04jan01
	RA-85827	Tu-154M	Chelyabinsk Avia	rgd	05jul01	f/n CEK 12aug01, Bural c/s, no titles; l/n HAJ 20oct01
	RA-85827	Tu-154M	Enkor	HAJ	13oct01	in basic Bural c/s with 'Enkor' titles on nose; seen DME 18aug02, in all-white c/s with titles; l/n DXB 28oct04
	RA-85827	Tu-154M	Sibir	PEK	04feb05	in all-white c/s with 'Sibir' titles; l/n GOJ 17nov07
87A746	RA-85827	Tu-154M	S7 Airlines	OVB	28apr08	in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; painted up apr08; seen OVB mar09/may13; stored; seen 13aug/12sep13 in the process of being carefully dismantled, missing tail, nose cone and outer wings; transported by road 18oct14 for use as a rescue trainer at the Mochishe MChS base (N55.152102 E83.066371) and l/n there complete 31jul22
	CCCP-85622	Tu-154M	AFL/Vnukovo	mfd	09apr87	toc 09apr87; rgd 18apr87; l/n AER aug87
	RA-85622	Tu-154M	Aeroflot	VKO	21mar93	trf 29aug95; l/n IST 07nov00
	RA-85622	Tu-154M	Vnukovo Airlines	VKO	15jul94	f/n DME 24aug03; l/n active DME 07aug08; l/n OVB 17sep12, stored on the grass; broken up OVB oct12
	RA-85622	Tu-154M	Vnukovo c/s, n/t	OVB	07jun01	f/n PRG 10may87
	RA-85622	Tu-154M	Sibir	rgd	19feb03	damaged 29may92 on approach to Kabul when was hit by a rocket; dbr 01aug92 when was hit by mortar
87A747	YA-TAP	Tu-154M	Bakhtar Afghan Al	d/d	22apr87	fire at Kabul airport while awaiting repairs; dumped at Kabul scrapyard, l/n jun02/aug03
	YA-TAP	Tu-154M	Ariana	PRG	11sep88	f/n PRG 03may87
87A748	YA-TAR	Tu-154M	Bakhtar Afghan Al	d/d	20apr87	l/n SHJ mar97; in UN report (published dec99) as having operated for the Taliban
	YA-TAR	Tu-154M	Ariana	LHR	12jun88	leased from Ariana; see rgd next line
	YA-TAR	Tu-154M	Caspian Airlines	DXB	mar98	f/n DXB 27mar99; l/n THR 21may09; w/o 15jul09 on a flight from Teheran to Yerevan when engine # 1 suffered an uncontained failure while climbing through 8,700 metres, the compressor blades severed fuel, hydraulic and control lines, causing a rapidly extending fire, the aircraft descended with a vertical speed of 70 m/s and crashed in a field near Jannatabad village in Qazvin province, all 15 crew and 153 passengers killed
	EP-CPG	Tu-154M	Caspian Airlines	rgd	15mar98	toc 28may87; rgd 09jun87; f/n SVO aug87; l/n VKO 28aug93
87A749	CCCP-85623	Tu-154M	AFL/Vnukovo	mfd	28may87	trf 29aug95; l/n VKO 06sep01
	RA-85623	Tu-154M	Aeroflot	VKO	02sep93	rgd 18aug03; f/n DME 21sep03; with additional 'S7' logo and titles since around jun06; l/n DME 03jan08
	RA-85623	Tu-154M	Vnukovo Airlines	SVO	22may94	operator received licence 07mar08; leased from parent company S7 Airlines; initially in all-white c/s; left paint shop at OVB 26apr08; seen in full c/s DME 18jun08; last flight 10nov08 (MRV-DME); seen stored DME dec08/05jun10; l/n in ARZ-411 at MRV 07sep10/08aug12; broken up at MRV
	RA-85623	Tu-154M	Sibir	trf	04apr01	toc 16jun87; rgd 01jul87; f/n VKO 24sep87; l/n VKO 05jun92
	RA-85623	Tu-154M	Globus	OVB	26apr08	l/n ZRH 10jan93
87A750	CCCP-85624	Tu-154M	AFL/Vnukovo	mfd	16jun87	small titles only
	CCCP-85624	Tu-154M	Vardar Bosna Air	ZRH	09aug92	f/n VKO 12may96; hijacked 11nov00, one stewardess killed; l/n VKO aug01/feb02, stored without engines
	RA-85624	Tu-154M	Aeroflot c/s, n/t	VKO	21mar93	f/n DME may04; carried additional 'S7' logo and titles since summer 2006; l/n DME aug09/oct09, stored;
	RA-85624	Tu-154M	Aeroflot	VKO	28aug93	stored ARZ-411 at MRV 07sep10/aug12, with more and more parts missing; broken up
	RA-85624	Tu-154M	Vnukovo Airlines	trf	29aug95	d/d 05jul87; l/n SNN 21dec99 en route to Bryansk
	RA-85624	Tu-154M	Sibir	rgd	06apr01	see c/n 91A903; canx 13oct00 as leased to Bulgaria
87A751	CU-T1265	Tu-154M	Cubana	mfd	16jun87	l/n VAR 14sep05; canx late 2005
	RA-85721(2)	Tu-154M	Meton Trade LLC	rgd	13oct00	white/grey with titles and logo
	LZ-HMS	Tu-154M	Hemus Air	LHR	11feb01	in all-white c/s, initially without titles, ex 'EX-087' and 'LZ-' visible under paint; l/n as such AER 24nov07;
	EX-087	Tu-154M	Kyrgyzstan Al	HAJ	12nov05	seen DME 23dec07 with titles; operator's certificate revoked 03feb09, opb Zapolyarye from jan09; l/n VKO 24nov09; seen VKO 08dec09 in the process of being resprayed; see c/n 72A031
	RA-85031(2)	Tu-154M	Interavia	KJA	27aug07	in all-white c/s with large titles and 'SE' logo on tail; l/n NOZ aug12/may23
87A752	RA-85031(2)	Tu-154M	South East	VKO	12dec09	toc 09jul87; rgd 15jul87; f/n ZRH 12aug87; l/n SVO 05sep93
	CCCP-85625	Tu-154M	AFL/International	mfd	01jul87	f/n SVO 22sep98
	RA-85625	Tu-154M	Aeroflot Rus. Al	SVO	22may94	f/n VKO jun99; l/n VKO 09jun16; stored MRV since 14jun16 and broken up MRV aug18; canx between 27aug18 and 16oct18
87A753	RA-85625	Tu-154M	Gazpromavia	rgd	16jun99	toc 19jul87; rgd 22jul87; f/n FRA 19jul87; l/n SVO 02jun92 parked at the Research Institute
	CCCP-85626	Tu-154M	AFL/International	mfd	17jul87	f/n IST 01oct01; l/n in old c/s FRA 23sep07; f/n in new c/s DME 06apr08; operator renamed Donavia 25sep09; l/n AYT 04oct09
87A754	RA-85626	Tu-154M	Aeroflot Rus. Al	HEL	20nov92	l/n ROV 21oct10; broken up
	RA-85626	Tu-154M	Aeroflot-Don	rgd	26dec00	rgd 15may88; leased to Laos Air autumn 1991; seen PMI 30jun98; see c/n 73A052
	LZ-BTH	Tu-154M	Donavia	SVO	09apr10	in Balkan c/s; c/n from JP-99
	EP-LBL	Tu-154M	Balkan	mfd	oct87	l/n SOF nov03/feb04, stored and sold to Hemus Air nov03
	LZ-BTH	Tu-154M	Balkan	AMS	26mar99	l/n BRQ 05jun04; c/n from JP-04
	LZ-BTH	Tu-154M	Balkan c/s, n/t	DUS	03may99	basic Balkan c/s; f/n BFS 19dec04 with small 'www.hemusair.bg'; l/n MLA 10oct05
	LZ-HMH	Tu-154M	Balkan c/s, n/t	TLV	30apr04	flown to Tashkent this day; photo exists operating with small titles at AYT; see c/n 83A570
	LZ-HMH	Tu-154M	Hemus Air	TLV	13jun04	in white c/s with blue and red trim; in flight plan from SAW 09oct06; f/n SSH 22mar07; l/n UTP 17jan08;
	UN-85570(2)	Tu-154M	Aerotrans	d/d	18may06	reported ALA 20feb08 as Aerotrans KZ, but that seems to be incorrect
	UN-85570(2)	Tu-154M	Aerotur KZ	trf	09sep06	c/s similar to the Balkan one; l/n ALA 12oct08
87A755	UP-T5407	Tu-154M	Aerotur KZ	SXF	28aug08	opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n UTP 05jan09; arrived at THR 23mar09 on lease to Caspian
	UP-T5407	Tu-154M	SkyBus	UTP	26dec08	leased from Aerotur KZ; c/s similar to the Balkan one; initially without titles, l/n as such DXB 09may09; seen with titles DXB 26sep09
	UP-T5407	Tu-154M	Caspian Airlines	DXB	09may09	opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n SIP 29jul11; l/n GUW 07jun13/16dec17, titles overpainted, stored; reported scrapped may20
	UP-T5407	Tu-154M	SkyBus	SIP	30may10	rgd 26aug87; last service 13aug93; canx 18aug97; delivered ex WAW 14aug97
	SP-LCD	Tu-154M	LOT	mfd	17aug87	CoFr renewal 08apr99 to Bural and leased to East Line 30jan98/30jan01; CoFr renewal 14feb01 to Media-
87A755	RA-85829	Tu-154M	Bural	d/d	oct97	l/n CEK 12aug01; carried small 'Buryatskiye Avialinii' titles
	RA-85829	Tu-154M	East Line	DME	09aug98	

	RA-85829	Tu-154M	Enkor	rgd	19feb03	in all-white c/s with titles; f/n HAJ 11apr03; l/n OVB 08jun05
	RA-85829	Tu-154M	Sibir	OVB	07jul05	in all-white c/s with titles; carried additional 'S7' logo and titles since around jun06; l/n DME 10feb08
	RA-85829	Tu-154M	S7 Airlines	DME	22mar08	in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; l/n DME 23dec08
	RA-85829	Tu-154M	Taban Air	DXB	05jan09	in basic 'S7' colours, with titles as such in red; l/n VAR 03jun09
	RA-85829	Tu-154M	Kolavia	UFA	16jul10	in basic 'S7' colours, with titles as such in blue and tail logo; l/n DME 31aug10; seen MRV jan11/aug12, stored; broken up at MRV
	RA-85829	Tu-154M	Kolavia	UFA	16jul10	rgd 26sep89; in Aeroflot c/s; f/n ZIA 16aug92; l/n LHR 05sep92
87A756	CCCP-85627	Tu-154M	MAP LII Zhukovski	mfd	04aug88	in Aeroflot c/s
	RA-85627	Tu-154M	LII Zhukovski	SHJ	09nov93	in basic Aeroflot c/s, no titles; was reported for Tupolev Aerotrans; stored in VARZ-400 at VKO, seen aug99/jun03, stripped by aug03
	RA-85627	Tu-154M	LII Zhukovski	DXB	15jan95	in new c/s; f/n SVO 29jun04; rgd 09jul04; f/n with a 'Skyteam' logo WAW 04jul06; l/n SVO 24sep09; last flight for Aeroflot 31dec09
	RA-85627	Tu-154M	Aeroflot	lsd	05jun04	to Norilsk Avia Service; in basic Aeroflot c/s with 'KVM' titles; already f/n MRV 19mar10; t/t 18,048 hours and 7,943 cycles by 01jan11; l/n MRV 06mar11
	RA-85627	Tu-154M	KavMinVody Avia	rgd	23apr10	leased from Norilsk Avia Service; in basic Aeroflot c/s, initially without titles; a sticker with titles was applied at KJA 03jun11; seen DME 19nov11; was impounded and stored at IKT, seen jun12/aug15; used as a ground instructional airframe at IKT, seen jan19/aug22; still current on register 07apr20
87A757	RA-85627	Tu-154M	Continent	VKO	12may11	toc 12sep87; rgd 06oct87; f/n VKO 30aug88; l/n VKO 11sep92
	CCCP-85628	Tu-154M	AFL/Vnukovo	mfd	12sep87	trf 30aug94; rgd 14jun00 to East Line, probably as payment for debts; l/n in VARZ-400 at VKO 20aug02
	RA-85628	Tu-154M	Aeroflot	VKO	27apr93	f/n DME 29aug03; last overhaul completed in 2004; carried additional 'S7' titles and logo from jan06; rgd again 16sep08; CoFA expired 01nov08; still current on register by aug10; stored at OVB, seen mar09/jun11; t/t some 12,000 hours and 35,000 cycles; towed to the area of the future Novosibirsk Aviation Museum (near gate 2 at OVB) 05jun12 and preserved there since; l/n jul14/mar24
	RA-85628	Tu-154M	Vnukovo Airlines	VKO	07jul94	toc 23nov87; rgd 07dec87; opb 235 OAO; f/n SVO 06feb88; l/n VKO 16aug92
	RA-85628	Tu-154M	Sibir	rgd	12feb03	l/n SVO 17jun94
87A758	CCCP-85629	Tu-154M	Soviet Gvt/AFL c/s	mfd	23nov87	in Aeroflot c/s and titles; l/n VKO 16apr97; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles by sep98; seen VKO 11jul99; latest CoFR issued 26aug09; l/n VKO 02jul13; scrapped at VKO 19/21jul13
	RA-85629	Tu-154M	Russ. Gvt/AFL c/s	VKO	02sep93	toc 26nov87; rgd 07dec87; opb 235 OAO; f/n PRG 13jun88; l/n VKO 14aug92
	RA-85629	Tu-154M	Rossiya	trf	22jul94	leased from 235 OAO; l/n SVO 20apr93
	RA-85630	Tu-154M	Yamal Airlines 400	VKO	20may00	l/n SVO 03sep93
	RA-85630	Tu-154M	Yamal Airlines 400	VKO	11jun01	in Aeroflot c/s and titles; seen SVO jul97; leased to Kontinentalnyye Avialinii 18may99; l/n LCA 03sep99, still Aeroflot c/s and titles; rgd to YaROSLAV 28dec99
87A759	CCCP-85630	Tu-154M	Soviet Gvt/AFL c/s	mfd	26nov87	in full c/s; f/n VKO 04oct00
	CCCP-85630	Tu-154M	Avioimpex	ZRH	06dec92	leased from TsITsERON-2000 21may01/30oct01; rgd 03jul01; in basic Yamal c/s with 'A400' titles; l/n in VARZ-400 at VKO 21aug01
	RA-85630	Tu-154M	Russ. Gvt/AFL c/s	SVO	27apr93	in full c/s; f/n DME 16apr03; stored with VARZ-400 at VKO, seen may06/aug06; still in fleet list oct06
	RA-85630	Tu-154M	Rossiya	trf	22jul94	in basic Kolavia c/s with Avialinii Daghestana tail c/s and titles; with 'h' in the English titles (Airlines Daghestan) on the starboard side; l/n DME 29sep07; no longer in fleet list 28nov07
	RA-85630	Tu-154M	Yamal Airlines 400	VKO	20may00	to Polimpus; in all-white c/s with titles; already f/n in VARZ-400 at VKO 10apr08; t/t 20,621 hours and 7,619 cycles by 01jul08; CoFA expired 30dec08; excluded from the operator's certificate 05feb09; stored with ARZ-411 at MRV, seen 13feb09/oct09
87A760	CCCP-85631	Tu-154M	Soviet Gvt/AFL c/s	mfd	20nov87	in all-white c/s with titles; probably never entered service; stored with ARZ-411 at MRV, seen aug12/jun16; canx between 10mar17 and 05may17; scrapped at MRV starting 14jun17
	CCCP-85631	Tu-154M	Avioimpex	ZRH	27sep92	toc 20nov87; d/d 03dec87; rgd 07dec87; opb 235 OAO; f/n VKO 30aug88, l/n SXF 06may92
	RA-85631	Tu-154M	Avioimpex	ZRH	feb93	in basic ex Aeroflot c/s with titles and tail logo; l/n BSL 17jan93
	RA-85631	Tu-154M	Russ. Gvt/AFL c/s	AMS	19apr93	l/n SVO 07sep93
	RA-85631	Tu-154M	Rossiya	trf	22jul94	in Aeroflot c/s and titles; l/n VKO aug95
87A761	LZ-BTR (3)	Tu-154M	Balkan	AMS	19sep96	in white c/s with grey undersides and titles; l/n AMS 26oct96; see c/ns 73A051 and 79A320
	RA-85631	Tu-154M	Rossiya	VKO	16apr97	in basic Aeroflot c/s with Rossiya titles by the nose; latest CoFR issued 04aug09; l/n BCN 30sep00; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; l/n VKO 02jul13; scrapped at VKO 10/15jul13
	CCCP-85632	Tu-154M	AFL/Vnukovo	mfd	18nov87	toc 19nov87; rgd 02dec87; f/n SVO oct88
	RA-85632	Tu-154M	Aeroflot	VKO	27apr93	trf 29aug95; l/n VKO 02jun01
	RA-85632	Tu-154M	Vnukovo Airlines	VKO	21apr94	f/n VKO 15aug01; carried additional 'S7' logo and titles since around 2006; l/n DME 29sep07
87A762	RA-85632	Tu-154M	Sibir	rgd	03jul01	in all-white c/s with just 'S7' logo and 'www.s7.ru' titles
	RA-85632	Tu-154M	S7 Airlines	GOJ	08apr08	in all-white c/s; l/n SIP 20aug10
	RA-85632	Tu-154M	Globus	OVB	26apr08	leased from parent company S7 Airlines; in white c/s; left paintshop at OVB 26apr08; l/n AYT 18sep08
	RA-85632	Tu-154M	Kolavia	OVB	15jan09	in all-white c/s; l/n SIP 20aug10
	RA-85632	Tu-154M	Continent	KJA	09jun11	in all-white c/s, no titles but still with 'Kolavia' tail logo, l/n AER (N43.44241 E39.947611) aug12/oct24 near the VIP terminal at the South side
87A763	CCCP-85633	Tu-154M	AFL/Vnukovo	mfd	dec87	toc 11dec87; rgd 13jan88; f/n SVO 16jul88; l/n VKO 05jun92
	RA-85633	Tu-154M	Aeroflot	VKO	05jul93	l/n MST 27dec94
	RA-85633	Tu-154M	Vnukovo Airlines	MST	12jan95	trf 29aug95; seen VKO jun99/sep02, wfu, no engines
	RA-85633	Tu-154M	Sibir	rgd	02dec03	f/n VKO 16jan04; carried additional 'S7' logo and titles since at least jun06; l/n DME 02jan08
	RA-85633	Tu-154M	S7 Airlines	BCN	05apr08	in all-white c/s with just 'S7' logo and 'www.s7.ru' titles; l/n DME 27may08
87A764	RA-85633	Tu-154M	Globus	GOJ	01jun08	initially in all-white c/s without titles or logo; l/n as such DME 17jun08; seen in full c/s DME 16aug08; last flight 10nov08 (MCX-DME) and stored at DME since, l/n there 30oct09; seen stored ARZ-411 at MRV sep10/aug12; broken up at MRV by 2013; t/t 28,999 hours and 10,374 cycles
	CCCP-85634	Tu-154M	AFL/International	mfd	nov87	toc 02dec87; rgd 11dec87; f/n SNN 09dec87; l/n SVO 09sep92
	RA-85634	Tu-154M	Aeroflot Rus. AI	SVO	19mar93	l/n AMS 10apr93; seen SVO apr97/jun99, no engines; not in oct99 fleet list, sold to Vnukovo VARZ-400; soc and canx 13jan00 as to Iran
	EP-CPM	Tu-154M	Caspian Airlines	THR	13mar00	leased from Vnukovo VARZ-400; l/n DXB 31oct00
	EP-LBX	Tu-154M	Kish Air	photo		leased from Vnukovo VARZ-400; in fleet list jan02; damaged on landing at Mashhad 20feb02 and sent to Vnukovo for repairs but w was dbr there when nose gear broke off during towing; seen in VARZ-400 aug02/aug04, used for spares; no longer seen jul05; possibly totally dismantled, c/n found DUS 11oct05 on main wheel doors of RA-85765 (c/n 832)
87A765	CCCP-85635	Tu-154M	AFL/Vnukovo	mfd	31mar88	toc 21apr88; rgd 29apr88; f/n SVO oct88; l/n VKO sep94/sep95, stored
	RA-85635	Tu-154M	Vnukovo Airlines	VKO	sep98	l/n BUD 10oct99
	RA-85635	Tu-154M	East Line	rgd	14jun00	probably as payment for debts; l/n VKO 21aug01, in Vnukovo Airlines c/s and titles, wfu
	RA-85635	Tu-154M	Sibir	rgd	19nov01	f/n OVB 23nov01; additional 'Sberbank 160 let' (Savings Bank of Russia 160 years) titles until may05; seen DME 05jun10, parked; l/n at ARZ-411 at MRV 07sep10; broken up at MRV
	OK-SCA	Tu-154M	CSA	mfd	08feb88	c/n in Czechoslovak register as '85765'; d/d 19feb88; rgd same date; named 'Mesto Piestany'; l/n ZRH 28may92; canx 24sep92
87A766	B-4022	Tu-154M	China United AI	PRG	25sep92	initially in basic ex-CSA c/s with badge and CAAC titles, later repainted; last overhaul completed 26jul00; stored at NAY with t/t 13,744.25 hours and 8,389 cycles, seen 03oct05; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line
	CCCP-85636	Tu-154M	Chinese Air Force	ph.	feb12	no titles with Chinese flag; l/n NAY 22sep19
	CCCP-85636	Tu-154M	AFL/Ulyanovsk HFS	mfd	09jan88	toc 09jan88; rgd 26feb88
	CCCP-85636	Tu-154M	Vnukovo PO	trf	21jun88	f/n VKO aug88, in Aeroflot c/s and titles
	CCCP-85636	Tu-154M	AFL/Ulyanovsk HFS	trf	22aug88	on charge as of 01jul90; l/n ULV 09sep92, with Russian flag this date
87A767	CCCP-85636	Tu-154M	AFL/Krasnoyarsk	trf	05jun90	f/n ULV 31aug93, in Aeroflot c/s and titles; l/n IST 19jun98
	RA-85636	Tu-154M	Ulyanovsk HFS	trf	unknown	l/n IST 31aug98; leased from Ulyanovsk HFS
	RA-85636	Tu-154M	Aviacon Zitotrans	IST	17aug98	f/n VKO 17jun99; in Aeroflot c/s, no titles; l/n ULV 19nov10; broken up ULV
	RA-85636	Tu-154M	Ulyanovsk HFS	rgd	28apr99	toc 11jan88; rgd 13jan88; f/n ARN 19jan88; l/n SVO 20apr93
	CCCP-85637	Tu-154M	AFL/International	mfd	09jan88	repainted in new c/s; f/n as such WAW 22jan06; l/n as such SVO 13jun09; seen SVO 12sep09 with additional 'TsSKA' logo and 'Professional Football Club CSKA' titles; opb Donavia from around sep10; ferried ROV-SVO 19jan11 (last flight) as operation of Tu-154s by Donavia ceased 20jan11; seen SVO feb11/mar11, wfu, registration and all titles and logos painted out by 01may11; scrapped at SVO by 27jun11
87A768	RA-85637	Tu-154M	Aeroflot Rus. AI	SVO	14may93	rgd 03feb88; l/n LHR 09feb88; on charge as of 01jul88; l/n SVO 30jun92
	CCCP-85638	Tu-154M	AFL/International	mfd	30dec87	l/n WAW 05aug08; probably wfu in 4th quarter 2008; cannibalised by feb09; seen SVO jul09 without outer wings, nose and titles, registration scrubbed out by aug09; scrapped by 26aug09
	RA-85638	Tu-154M	Aeroflot Rus. AI	AMS	15oct92	rgd 17mar88; last service 26oct93; delivered ex WAW 16dec95; canx 19dec95
	SP-LCE	Tu-154M	LOT	mfd	29feb88	leased from Bashkirian Airlines; in all white c/s with titles and tail logo, small 'Bashkortostan' titles on the lower fuselage; l/n VKO 24aug97
	RA-85824	Tu-154M	Bashkirian AI	rgd	16may96	seen DME 10jul05; was stored at DME, l/n jun06
87A769	RA-85824	Tu-154M	SAN Air Company	FRA	14jun96	leased from Bashkirian Airlines; repainted jul06; carried additional 'Aeroflot Russian Airlines' titles; operator ceased operations mar08; t/t 21,658 hours and 9,928 cycles; seen UFA jul10, wfu without engines; scrapped at UFA in spring 2011, wings cut off by 30apr11
	RA-85824	Tu-154M	Bashkirian AI	TSN	21apr99	c/n in Czechoslovak register as '85770'; d/d 06apr88; rgd same date; named 'Karlov Vary', f/n LHR 07jun88; l/n MLA 25jun92; canx 24sep92
	RA-85824	Tu-154M	Continental Aw	SVO	20aug06	initially in basic ex-CSA c/s with badge and CAAC titles, later repainted; last overhaul completed 27jul00; stored at NAY with t/t 14,184.36 hours and 8,739 cycles, l/n NAY 03oct05 as such; seen NAY mar07/15apr07, operational; was to be ferried to the 'Aviakor' factory in Samara, see next line
	OK-TCB	Tu-154M	CSA	mfd	21feb88	no titles with Chinese flag; l/n NAY 22sep19
	B-4023	Tu-154M	China United AI	PRG	25sep92	toc 07apr88; rgd 13apr88; was already f/n SNN 12apr88; l/n SVO 11sep92
87A770	B-4023	Tu-154M	Chinese Air Force	NAY	mar12	f/n HAM 22nov92; l/n SVO 02jun10, wfu; t/t 40,124 hours and 15,868 cycles; scrapping in progress SVO 22jun10
	CCCP-85639	Tu-154M	AFL/International	mfd	07apr88	
	RA-85639	Tu-154M	Aeroflot Rus. AI	r/r	23oct92	
	RA-85639	Tu-154M	Aeroflot Rus. AI			
	RA-85639	Tu-154M	Aeroflot Rus. AI			

88A772	CCCP-85640 RA-85640 RA-85640	Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al Aeroflot-Don	mfd GOT FRA	07apr88 08nov92 31jul01	toc 07apr88; rgd 13apr88; f/n SNN 01may88; l/n SVO 30jun92 l/n VKO 20sep01, but already opb Aeroflot-Don by that time l/n in old c/s RVN 04jan08; f/n in new c/s MLA 10jul08; operator renamed Donavia 25sep09; l/n VKO 07oct09 in full c/s with titles; operated for KavMinVody Avia from feb11, still in full Donavia colours (flight numbers as proof); l/n ROV 19feb11; scrapped at MRV nov11, only heaps of scrap metal remaining by 07nov11
	RA-85640	Tu-154M	Donavia	SVO	12dec09	toc 07apr88; rgd 13apr88; f/n LHR 01may88; l/n SVO 30jun92 wfu at SVO, l/n feb10; t/t 37,267 hours and 14,921 cycles; scrapped at SVO starting 01jun10 rgd 24may88; ex CCCP-85774, not taken up; f/n AMS 05jun88; last service 30oct93; delivered ex WAW 11apr97; canx 23apr97 f/n IST 20jan00; l/n IST 08sep05 in full Bashkirian c/s with additional 'Zagros Airlines' (new Iranian airline) titles; l/n MHD 01sep06 l/n DME 23dec07, parked in full Bashkirian Airlines c/s with titles and additional small 'Continental' titles; operator ceased operations mar08; l/n DME 02aug08; registration scrubbed out 07aug08 fuselage still in partial ex-Bashkirian Al c/s, Iran Air Tour tail colours; l/n THR feb11; seen Esfahan HESA jan12/oct21, stored rgd 14jun88; ex CCCP-85775, not taken up; last service 01dec91; canx 24nov95; delivered ex WAW 18nov95 f/n KUF 19may96, in all-white c/s, no titles leased from Samara; in all white c/s with titles and tail logo and small 'Samara' titles on the lower fuselage; l/n STR 04jun96 f/n DME may97; l/n BCN 30aug98 rgd 22dec00; f/n BUD 22dec00 and was held by customs until 16jan01; l/n BUD 26jan01, returned to Samara this date; for Atlant Hungary Airlines first service 28mar01; last service 26jun01; l/n BUD 25jul01, ceased operations, returned to lessor; canx by 21dec01 f/n SVO 16may02; operator's certificate revoked 30sep08; t/t 15,965 hours and 7,418 cycles; l/n KUF nov10; broken up at Samara; photo 21jul12, just the tail, forward fuselage and wings remaining rgd 21jun88; ex CCCP-85776, not taken up; l/n ATH jan93; canx 07feb96; delivered ex WAW 21jan96 rgd 17jul96 leased from Bashkirian; in all white c/s with titles and tail logo, small 'Bashkortostan' titles on the lower fuselage; l/n HAJ 11jul97 parked this date, in full c/s; seen in VARZ-400 jun05/jul10, derelict without outer wings; t/t 18,663 hours and 9,302 cycles; scrapped end jul10 d/d 08jul88; seen HAV 14nov98/24jan01, stored, for sale; l/n SNN 03may01 on delivery to Samara, Russia in all-white c/s with green tail logo and titles; l/n SOF 04mar04; c/n checked see c/n 70M007; named 'Ing. Fidel Sanchez'; f/n OMS 10sep04; l/n YKS jun12/apr13, engineless wfu and broken up in 2015 on charge as of 01jul88; rgd 07jul88; f/n SVO 22jul88; l/n SVO 14aug92 l/n SVO 05jun10, wfu; markings painted out by 30jun10; broken up 07jul10; t/t 37,267 hours and 14,921 cycles on charge as of jul88; rgd 15jul88; f/n BUD 25jul88; last flight 08sep92, stored SVO 1992/1995 f/n AMS 04dec96; l/n SVO 10jun10, wfu; scrapped SVO jun10; t/t 44,313 hours and 16,870 cycles on charge as of jul88; rgd 25jul88; f/n LHR 04aug88; l/n HEL 23apr90 f/n LHR sep90; arrived at SNN 18jul94 for repaint back in Aeroflot c/s in full c/s with grey tail; sat wfu at SVO, seen feb10/01jun10; scrapped at SVO jun10; t/t 41,390 hours and 14,852 cycles rgd 1988; opb by Avio Detachment 28 from its delivery; f/n ORY 29may89, in Balkan c/s; l/n as such BRU 11jun99; repainted in governmental c/s with 'Republic of Bulgaria' titles during overhaul; f/n as such SZG 30jun99; last flight feb10, t/t 6,134 hours; stored at SOF, seen oct11/oct12 (registration removed by oct12); sold to a businessman (Mr Mareszki) from Varna for \$ 395,000 in dec12; registration restored mar13; underwent extensive technical check in jun13 by Russian engineers, with final engine test 27jun13; ferried SOF-KUF 08jul13; still on overhaul at the factory by may15 and sold by Mr. Mareszki to Russia; reportedly sold to a private operator in Kazakhstan seen stored DMB 30oct17/1may19 with flat tyres, still in former Bulgarian Government c/s, no titles; operator from Kazakh CAA toc 01sep88; rgd 13sep88; opb 235 OAO at VKO; f/n SNN 05apr89; l/n SVO 11sep92 in Aeroflot c/s and titles; l/n SNN 16oct97; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; f/n SNN 25oct97; canx 28aug09; CofA expired 31aug09; t/t 21,810 hours and 8,232 cycles; l/n VKO 24mar11 stored; tender for assessment of value published 14apr11; broken up VKO aug12 rgd 1988; f/n CAN 15oct88; l/n CTU jun99/apr00, wfu l/n VKO 21aug01; sold to Blagoveshchensk Air Enterprise small titles on nose ?; ex-China Southwest c/s; see c/n 75A101 leased from ACBO Investments; had additional small 'Finansovaya Lizingovaya Kompaniya' and 'Baltiskaya Stroitel'naya Kompaniya' titles; f/n DME 25jul02; l/n operational SVO 21feb05; seen in VARZ-400 jun05/aug06, stored, still in basic China Southwest c/s l/n DXB 02dec08 stored; t/t 23,766 hours and 10,613 cycles by 01jan10; l/n KZN aug12/30jul17, as such; canx between 22mar18 and 25apr18; broken up by may18 toc 09sep88; rgd 13sep88; f/n SNN 13sep88; l/n SVO 30jun92 l/n AAQ 22aug09, active; seen SVO mar10/aug10, wfu; titles painted out by jun10; broken up SVO jun10; t/t 41,258 hours and 16,081 cycles toc 06sep88, but see mfd; f/n SNN 09oct88; rgd 18oct88; l/n SVO 18may91 l/n SVO 27dec08; wfu SVO in 1st quarter 2009, l/n may09; scrapped at SVO oct09, only small pieces remained by 13oct09 toc 13oct88; f/n SNN 14oct88; rgd 18oct88; l/n SVO 29jun92 l/n SVO 30aug09, active; seen wfu at SVO feb10; scrapped at SVO may10/jun10; t/t 40,277 hours and 15,921 cycles toc 13oct88; rgd 18oct88; f/n SNN 22oct88 in basic Aeroflot colours l/n KUF 18jul09, active; seen SVO 08jul10, titles painted out, wfu; broken up SVO jul10; t/t 40,819 hours and 14,379 cycles already f/n SNN 17oct88, arrived in bare metal with '788' behind cockpit and Soviet flag on tail; rgd 10nov88; on charge as of 01jan89; l/n SVO 07jul92 l/n SVO 22sep98; no longer in fleet list oct99 rgd 27apr00 to VARZ-400 d/d 11may00; first service 16may00; in all-blue c/s; l/n BUD 14oct01; canx by 28nov01; CofA expired 30mar02; company went bankrupt leased from VARZ-400; l/n BTS 25jun03; in VARZ-400 fleet list 09jan04 leased from VARZ-400; in basic Bulgarian Air Charter c/s, resulting in 'Avialinii 400 Air Charter' titles; 'Natsionalnaya Sbornaya Komanda Rossii' (National Football Team of Russia) on nose; l/n PMI 10jun05; soc 11aug05 to Iran c/n confirmed; leased from VARZ-400; in white c/s with blue tail, 'Iran Airtour Airline' titles; l/n DXB 29may06; w/o 01sep06 on a flight from Bandar Abbas to Mashhad when the nose gear failed on landing, the aircraft veered off the runway and caught fire, 28 passengers of the 11 crew and 137 passengers killed and 56 injured c/n in Czechoslovak register as '85789'; rgd same date; named 'Teplce'; l/n ZRH 28jul92 in basic ex-CSA c/s with badge and CAAC titles; canx 08oct92 in basic ex-CSA c/s with badge and CAAC titles, later repainted; l/n NAY 22sep05; converted to, see next line Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under fuselage; in civil c/s, no titles; l/n NAY 22sep19 rgd 1988; f/n VKO 05jul93; l/n CTU jun99/apr00, wfu l/n VKO 21aug01; sold to Blagoveshchensk Air Enterprise see c/n 75A109 leased from SIB 18sep01/18sep06; f/n DME 05jun02, still in basic China Southwest c/s, with additional 'Baltiskaya Strakhovaya Kompaniya' titles on the nose; seen stored in VARZ-400 aug05/jul06 arrived from overhaul at 'Aviakor' that day; l/n BCN 28apr09 stored; t/t 21,502 hours and 10,111 cycles by 01jan10; l/n KZN may13/aug17 as such; canx between 22mar18 and 25apr18; broken up by may18 rgd 1988; f/n CAN nov90; l/n CTU jun99/apr00, wfu l/n VKO 21aug01; sold to Blagoveshchensk Air Enterprise see c/n 76A136 and 91A889 f/n VKO 02jan02; l/n VKO 22aug03 leased from ACBO Investments; seen in the maintenance area at SVO 08jul04, no titles still in basic China Southwest c/s with small additional 'Baltiskaya Stroitel'naya Kompaniya' titles on the nose; was stored at SVO but left in late 2007 l/n DXB 21nov08
88A773	CCCP-85641 RA-85641 SP-LCF	Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al LOT	mfd SVO mfd	07apr88 14may93 29apr88	
	RA-85831 RA-85831 RA-85831 RA-85831	Tu-154M Tu-154M Tu-154M Tu-154M	Bashkirian Al Zagros Airlines Bashkirian Al Continental Aw	rgd THR DME SZG	06nov97 04apr06 15apr07 02jan08	
88A775	EP-MCO SP-LCG	Tu-154M Tu-154M	Iran Air Tour LOT	THR mfd	05nov08 28may88	
	RA-85823 RA-85823	Tu-154M Tu-154M	Samara SAN Air Company	rgd HAM	22apr96 27may96	
88A776	RA-85823 HA-LGA	Tu-154M Tu-154M	Samara Samara	ret d/d	feb97 21dec00	
	HA-LGA	Tu-154M	Atlant Hungary	BUD	01feb01	
88A777	RA-85823	Tu-154M	Samara	rgd	28dec01	
	SP-LCH RA-85825 RA-85825	Tu-154M Tu-154M Tu-154M	LOT Bashkirian Al SAN Air Company	mfd d/d KGF	31may88 mar96 30jul96	
88A778	RA-85825	Tu-154M	Bashkirian Al	UFA	13aug99	
	CU-T1275 CU-T1275 LZ-HMF RA-85007(2)	Tu-154M Tu-154M Tu-154M Tu-154M	Cubana red cheatline, n/t Hemus Air Yakutiya	mfd SNN GLA rgd	27jun88 03may01 29jun03 25aug04	
88A779	CCCP-85642 RA-85642	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd MLA	01jul88 07apr93	
	CCCP-85643 RA-85643	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd f/f	08jul88 11nov96	
88A780	CCCP-85644 MPR-85644 RA-85644	Tu-154M Tu-154M Tu-154M	AFL/International MIAT Mongolia Aeroflot Rus. Al	mfd d/d SNN	20jul88 may90 26jul94	
88A781	LZ-BTZ	Tu-154M	Bulgarian Govt.	mfd	31oct88	
	UP-T5410	Tu-154M	Kaz Air Trans	KUF	jul16	
88A782	CCCP-85645 RA-85645 RA-85645	Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd TXL trf	30aug88 04nov92 22jul94	
88A783	B-2615 B-608L RA-85101(2) RA-85101(2)	Tu-154M Tu-154M Tu-154M Tu-154M	China Southwest ex China Southwest Blagoveshchensk AE Aviaexpresscruise	mfd VKO VKO rgd	31aug88 30jul01 21jun02 12jul02	
	RA-85101(2) RA-85101(2)	Tu-154M Tu-154M	Tatarstan all-white c/s, n/t	BCN KZN	23jun07 04aug11	
88A784	CCCP-85646 RA-85646	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd SVO	08sep88 15may93	
	CCCP-85647 RA-85647 RA-85647 RA-85647	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Aeroflot c/s, n/t Aeroflot Rus. Al	mfd AMS HEL SVO	06oct88 08oct92 15may93 05sep93	
88A786	CCCP-85648 RA-85648	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd r/r	12oct88 29oct92	
88A787	CCCP-85649 CCCP-85649 CCCP-85649 RA-85649	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/International Transaero AFL/International Aeroflot Rus. Al	mfd SVO SVO r/r	12oct88 24jun92 14aug92 20oct92	
88A788	CCCP-85650 RA-85650 RA-85650 HA-LCX	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al Aeroflot c/s, n/t Pannon Airlines	mfd r/r VKO rgd	28oct88 15oct92 19aug99 10may00	
	LZ-LCI RA-85650	Tu-154M Tu-154M	Bulgarian Air Ch. Airlines 400	HAI ARN	08jun02 27apr04	
88A789	EP-MCF	Tu-154M	Iran Air Tour	THR	05sep05	
	OK-TCC OK-TCC B-4024	Tu-154M Tu-154M Tu-154M	CSA China United Al China United Al	d/d PRG PRG	13dec88 oct92 11oct92	
88A790	B-4024	Tu-154M/D	Chinese Air Force	ph.	jan07	
	B-2616 B-606L RA-85109(2) RA-85109(2)	Tu-154M Tu-154M Tu-154M Tu-154M	China Southwest ex China Southwest Blagoveshchensk AE Aviaexpresscruise	mfd VKO rgd	30nov88 30jul01 17apr02	
88A791	RA-85109(2) RA-85109(2)	Tu-154M Tu-154M	Tatarstan all-white c/s, n/t	KZN KZN	29dec06 04aug11	
	B-2617 B-607L RA-85136(2) RA-85136(2) RA-85136(2) RA-85136(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	China Southwest ex China Southwest Blagoveshchensk AE Aviaexpresscruise Yakutiya Aviaexpresscruise	mfd VKO rgd rgd SVO	22dec88 30jul01 14dec01 26dec03 29jun04	
88A791	RA-85136(2)	Tu-154M	Tatarstan	DXB	09may08	

	RA-85136(2)	Tu-154M	all-white c/s, n/t	KZN	04aug11	stored; t/t 21,038 hours and 9,983 cycles by 01jan10; l/n KZN aug12/30jul17 as such; canx between 22mar18 and 25apr18; broken up by may18
88A792	OK-TCD	Tu-154M	CSA	mfd	26dec88	c/n in Czechoslovak register as '85792'; d/d 13jan89; rgd 17jan89; named 'Trencianské Teplice'; l/n PRG 02sep94; see trf next line
	OK-TCD	Tu-154M	CSA Czech Airlines	fr.	01jan93	f/n PRG jun95; l/n PRG 02jul99; last service 10jan00 ATH-PRG
	OK-TCD	Tu-154M	white tail, n/t	PRG	25jan00	l/n PRG 30jan00, left for UFA this date; canx 31jan00
	RA-85847	Tu-154M	Bashkirian Al	DME	24jan01	reported this day in an incident report
	RA-85847	Tu-154M	Airlines 400	rgd	09jun01	f/n VKO 11jun01; l/n DME 30nov03; has basic Bashkirian c/s; not in fleet list 09jan04
	RA-85847	Tu-154M	Bashkirian Al	rgd	09mar04	f/n DME 24jul04; l/n IST 19sep05
	RA-85847	Tu-154M	Zagros Airlines	lsd	jul06	in basic Bashkirian Airlines c/s with 'Zagros' titles and additional small Arabic titles on nose; f/n THR 10aug06; l/n THR 05sep06
	RA-85847	Tu-154M	Continental Aw	sld	14feb07	f/n SVO 13may07, still in full Bashkirian Airlines c/s with titles plus additional small 'Continental Airways' titles on fuselage; repainted in silver c/s with blue tail at SVO 20/24may07; l/n SZG 12jan08; ceased operations mar08
	EP-MCN	Tu-154M	Iran Air Tour	THR	14jun08	still in full Continental c/s without any external reg; f/n THR 23jun08 with serial; l/n MHD 12oct10/15dec10 in full c/s; stored Esfahan HESA jan12/oct21
88A793	CCCP-85651	Tu-154M	Soviet Gvt/AFL c/s	mfd	07apr89	toc 07apr89; f/n SNN 12apr89; rgd 20apr89; opb 235 OAO; l/n VKO 27sep91
	85651	Tu-154M	Russ. Gvt/AFL c/s	vko	08jul92	l/n VKO 11sep92
	RA-85651	Tu-154M	Russ. Gvt/AFL c/s	SVO	27apr93	l/n VKO 05sep93
	RA-85651	Tu-154M	Rossiya	trf	22jul94	l/n VKO 23aug95, still with Aeroflot titles; f/n VKO 16apr97, in basic Aeroflot c/s with Rossiya titles and grey tail; l/n VKO 25aug97
	RA-85651	Tu-154M	Aviacon Zitotrans	IST	18may98	soc 13jan99 as to Tajikistan
	EY-85651	Tu-154M	Tajikistan Al	MUC	18jan00	in fleet list 30sep00; in full c/s with Tajikistan titles; l/n DME 08aug06; seen DME 13jul07 with Tajik Air titles; l/n LED 28mar08; JSC Tajik Air was formed 30dec09, see next line
	EY-85651	Tu-154M	Taban Air	AWZ	05may08	in basic Tajik Air c/s with 'Taban' titles and logo on the fin; l/n DXB 14dec09
	EY-85651	Tu-154M	Tajik Air	DME	26sep10	in full c/s with Tajik Air titles; stored from 26nov11 according to an official document of assets dated 01jan18; seen DYU 30jan15/07apr18, stored on the grass
88A794	CCCP-85652	Tu-154M	AFL/East Siberia	mfd	27jan89	rgd 27feb89; on charge as of 01jul89; f/n IKT 03mar92; l/n IKT 05jul92
	RA-85652	Tu-154M	Baikalavia	trf	30jun92	f/n IKT 02jun93, in Aeroflot c/s and titles
	RA-85652	Tu-154M	Baikalavia	PEK	oct95	carried 'Baikal Airlines' titles; l/n SHJ feb96
	LZ-LTF	Tu-154M	Balkan	VAR	jun99	l/n BOJ 05sep00
	RA-85652	Tu-154M	Baikalavia	IKT	05jun01	carried 'Baikal Airlines' titles
	RA-85652	Tu-154M	Sibir	IKT	13jul01	leased from Baikalavia since 18jun01; in basic Baikal c/s with 'Sibir' titles; with additional 'S7' logo and titles since jan06; l/n MUC 09feb08
	RA-85652	Tu-154M	S7 Airlines	OVB	29feb08	in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; left the paint shop at BKA 28feb08; l/n wfu at OVB mar09; broken up OVB mar11 (as the first green S7 Tu-154)
88A795	CCCP-85653	Tu-154M	Soviet Gvt/AFL c/s	mfd	15apr89	toc 15apr89; rgd 20apr89; opb 235 OAO; f/n VKO 23apr89; l/n IKT 05jul92
	85653	Tu-154M	Russ. Gvt/AFL c/s	VKO	08jul92	l/n LHR 12oct92
	RA-85653	Tu-154M	Russ. Gvt/AFL c/s	VKO	21mar93	in Aeroflot c/s and titles with grey tail; l/n ATH feb94
	RA-85653	Tu-154M	Rossiya	trf	22jul94	f/n LHR 03mar95, in basic Aeroflot c/s with grey tail, no titles; seen GVA 31oct96, in the same c/s, with small Rossiya titles below the cockpit; l/n VKO 22jun/13jul00 in VARZ-400
	RA-85653	Tu-154M	Vostokgazprom	rgd	18jul01	was already f/n VKO 11jun01; l/n OSL 21apr02
	RA-85653	Tu-154M	Airlines 400	VKO	30apr02	leased from Vostokgazprom 03jul01/31dec04 and carried small 'Vostokgazprom' titles; seen SZG 03jan04 and 10jan04 with 'National Football Team of Russia' titles on the nose
	RA-85653	Tu-154M	Sibir	rgd	12mar04	f/n OVB 09apr04; in full c/s with additional 'Vostokgazprom' titles; l/n DME 30nov06; returned to Vostokgazprom 24jan07; in S7 fleet list apr07
	EP-MCS	Tu-154M	Iran Air Tour	MRV	04aug08	in full c/s; l/n THR 15dec10; stored Esfahan HESA jan12
	no reg	Tu-154M	HESA	THR	22aug12	converted to an 'Armita' test-bed, fitted with the nose section of an RF-5A on the front edge of the vertical stabiliser; to be used for ejection-seat tests; in basic Iran Air Tours c/s with 'Hesa Testbed Aircraft' titles; may also be fitted with a pylon under its fuselage to carry UAVs for aerodynamic tests
88A796	CCCP-85654	Tu-154M	AFL/East Siberia	mfd	25jan89	rgd 16feb89; on charge as of 01jul89; f/n IKT 03mar92
	CCCP-85654	Tu-154M	Baikalavia	trf	30jun92	f/n IKT 05jul92, in Aeroflot c/s and titles
	RA-85654	Tu-154M	Baikalavia	DME	21may94	in Aeroflot c/s and titles
	RA-85654	Tu-154M	Alrosa	rgd	11nov99	f/n VKO 22may00; l/n OVB 19aug14; seen MJZ 18jul16/06mar24, stored; officially canx 01sep20
89A797	B-2618	Tu-154M	China Southwest	mfd	31jan89	f/n PEK 28nov89; seen CTU jun99/apr00, wfu
	B-609L	Tu-154M	ex China Southwest	VKO	30jul01	l/n VKO 21aug01; sold to Blagoveshchensk Air Enterprise
	RA-85149(2)	Tu-154M	no titles	VKO	21jun02	see c/n 76A149; ex-China Southwest c/s, small 'Baltiskaya Stroitel'naya Kompaniya' titles on nose; l/n VKO 09sep02
	RA-85149(2)	Tu-154M	Aeroflot-Don	rgd	12may03	in basic China Southwest c/s with own logo and titles; f/n DUS 08jul03; offered for sale 07aug08; l/n BCN 09sep09; operator renamed Donavia 25sep09
	RA-85149(2)	Tu-154M	Donavia	VKO	24jan10	l/n DME 29mar11 but was probably opb KMV, see next line
	RA-85149(2)	Tu-154M	KavMinVody Avia	VKO	07apr11	in full Donavia c/s; l/n MRV 28sep11 stored; broken up MRV mar12
89A798	CCCP-85655	Tu-154M	Space Res. Centre	CKL	09apr91	l/n ZIA 16aug92; Tu-154M-LK1, combined zero-gravity trainer and open-skies aircraft; in Aeroflot c/s
	RA-85655	Tu-154M	Space Res. Centre	SXF	26may94	Tu-154M-LK1; opb Yuri Gagarin Cosmonaut Training Centre
	RA-85655	Tu-154M	Promexports	IAD	23jul99	carried additional 'Arms from Russia' titles
	RA-85655	Tu-154M	Space Res. Centre	CKL	20aug99	Tu-154M-LK1; l/n CKL 20aug99
	RA-85655	Tu-154M	Russian Air Force	CKL	10jun00	Tu-154M-LK1; carried 'Otkrytoye nebo' (Open Skies) titles
	RA-85655	Tu-154M	Space Res. Centre	SXF	sep04	Tu-154M-LK1; carried large 'TsPK im. Yu.A. Gagarina'/Y.A. Gagarin Cosmonaut Training Center' titles; tender for modernisation of 'Open Skies' suite published 21nov11 (c/n given as 88A798 in tender); l/n MAD 10oct13
	RF-85655	Tu-154M	Space Res. Centre	CKL	21aug14	Tu-154M-LK1; repainted in white c/s with dark blue fin, undersides and engines, Russian flag on tail with red/light blue cheelines, carried 'Russian Federation Open Skies' titles; l/n CKL feb22
89A799	DDR-SFA	Tu-154M	EGAF/Interflug c/s	mfd	31mar89	arrived at Marxwalde 14apr89; rgd 16may89; opb TG-44 at Marxwalde; had East German Air Force serial '144' allocated; l/n SXF 24jun90
	11+01	Tu-154M	German Air Force	rgd	03oct90	f/n SXF 03oct90, l/n CGN apr94; still operational jun96
	--	Tu-154M	no titles	DRS	07feb00	ferried as 'VAZ9555' to Vnukovo for overhaul 21feb00
	--	Tu-154M	all-white c/s, n/t	VKO	07nov00	00799 on wheel door
	RA-85092(2)	Tu-154M	MVM trading	rgd	25sep00	canx same date as leased to Iran; see c/n 75A092
	EP-MBL	Tu-154M	Iran Air Tour	lsd	19sep00	leased from VARZ; rgd 26sep00; f/n BAH 01jan02; l/n THR 26nov04; still in JP-05
	EP-MCE	Tu-154M	Iran Air Tour	VKO	24jun05	c/n confirmed; new c/s, in ARZ; l/n THR 30mar08
	EP-EKC	Tu-154M	Eram Air	THR	03may08	still in IRB c/s with 'Eram Air' titles; l/n ADB 05sep08; now in full Eram Air c/s, l/n DXB 17aug09; seen THR jan12/may16, stored
89A800	LZ-BTY	Tu-154M	Balkan	mfd	14mar89	f/n HEL 01may89; l/n SOF 01may99
	RA-85096(2)	Tu-154M	Middleton Group	rgd	06jul01	canx same date as leased to Iran; see c/n 75A096
	EP-MBP	Tu-154M	Iran Air Tour	rgd	16jul01	leased from VARZ-400 20jul02 until 20jul03; f/n THR oct02; in new c/s early 2006; l/n THR 28may07
	EP-EAN	Tu-154M	Aria Air	THR	08jul07	in ex Iran Air Tour c/s with 'Aria Air Lines' titles and Aria logo on the fin; l/n THR 28sep07
	EP-MCJ	Tu-154M	Iran Air Tour	THR	22oct07	full c/s; l/n THR 05may08
	EP-EKD	Tu-154M	Eram Air	THR	28may08	in basic Iran Air Tour c/s with 'Eram Air' titles; l/n THR jan12/07dec18, stored; reportedly broke up there feb19
89A801	CCCP-85656	Tu-154M	AFL/East Siberia	mfd	may89	rgd 23may89; on charge as of 01jul89; f/n IKT 04sep89
	CCCP-85656	Tu-154M	Baikalavia	trf	30jun92	f/n IKT 05jul92, in Aeroflot c/s and titles
	RA-85656	Tu-154M	Baikalavia	LED	11sep93	in Aeroflot c/s and titles; w/o 03jan94 on a flight from Irkutsk to Moscow when the air start unit of engine # 2 suffered a malfunction so that it kept running from the start-up of the engine, 3 minutes and 45 seconds after take-off the turbine of the unit suffered an uncontained failure which damaged fuel, air and hydraulic pipes and caused a fire in the engine compartment, the crew decided to return to Irkutsk, but all 3 hydraulic systems failed, the aircraft went out of control and crashed at a speed of 510 km/h into a livestock barn of a farm at Mamony 15 km north-east of the airport, all 9 crew and 115 passengers plus a farm worker and several dozen cows killed; soc 27jul94; canx 03nov94
89A802	CCCP-85657	Tu-154M	AFL/East Siberia	mfd	05may89	rgd 23may89; on charge as of 01jul89; f/n DME 15mar90
	CCCP-85657	Tu-154M	Baikalavia	trf	30jun92	l/n IKT 05jul92, in Aeroflot c/s and titles
	RA-85657	Tu-154M	Baikalavia	OMS	11jul93	in Aeroflot c/s and titles
	RA-85657	Tu-154M	Baikalavia	SVO	21aug95	l/n CAN 25jan98; carried 'Baikal Airlines' titles
	LZ-LTD	Tu-154M	Balkan	LHR	12apr99	l/n SOF 11mar00
	RA-85657	Tu-154M	Airlines 400	rgd	29may00	lsf VARZ; soc and canx 30may00 as leased to Iran
	EP-MBK	Tu-154M	Iran Air Tour	rgd	27jun00	lsf VARZ, subleased from Airlines 400 27jun00; f/n VKO 02jun00; l/n SVO 02feb01
	LZ-LCD	Tu-154M	Bulgarian Air Ch.	FRA	11may01	l/n VAR 07jul02; c/n reported as such
	EP-MBK	Tu-154M	Iran Air Tour	SHJ	24nov03	l/n SHJ 28feb04
	LZ-LCQ	Tu-154M	Bulgarian Air Ch.	DME	08jun04	lsf VARZ-400, subleased from Airlines 400; carried small additional 'Airlines 400' titles; seen in VARZ-400 jul/sep08; broken up VKO 2008
89A803	OK-BYO	Tu-154M	CS-Gvt (LSFMV)	mfd	15may89	c/n in Czechoslovakian register as '85803'; d/d 26may89; rgd 01jun89; l/n FRA dec92; canx 26jan93
	OK-BYO	Tu-154M	Slovak Government	trf	01jan93	l/n BTS 30mar94
	OM-BYO	Tu-154M	Slovak Government	r/r	01apr94	seen LUX 14nov02; spent four and a half years with the Aviakor factory at Samara, awaiting overhaul which finally started in spring 2008; returned to BTS 18oct08; l/n operational OSR 17sep17; ferried from BTS to KSC 27sep17 for preservation; preserved in Muzeum Letectva at Kosice (N48.668070 E21.236537); l/n 18oct24
89A804	OK-UCE	Tu-154M	CSA	mfd	26may89	c/n in Czechoslovak register as '85804'; d/d 02jun89; rgd 08jun89; named 'Mariánské Lázně'; l/n BCN 04apr94, see trf next line
	OK-UCE	Tu-154M	CSA Czech Airlines	fr.	01jan93	f/n PRG jun95; conducted the last CSA Tu-154 service 10jan00 (IST-PRG); seen without titles PRG 20jan00; ferried from PRG to UFA 20jan00; canx 21jan00
	RA-85848	Tu-154M	Bashkirian Al	rgd	30nov00	f/n IST 04jun01; leased to Yevraziya 15feb02/30apr02; seen in ARZ-411 at MRV aug05/jun06, registration not applied by jun06
	RA-85848	Tu-154M	Permskiye Avialin.	PEE	24aug06	l/n DME 30nov06
	RA-85848	Tu-154M	Sibir	LED	09jan07	leased from Bashkirian Airlines 26dec06/03dec07; in basic Permskiye Avialinii c/s, no titles; l/n DME 08oct07

	RA-85848 RA-85848	Tu-154M Tu-154M	Nordwind Atlant-Soyuz	no VKO	reports jan09	leased from Bashkirian Airlines 06jun08/01sep08; in basic Permskiye Avialinii c/s, probably no titles leased from Bashkirian Airlines 30dec08; in basic Permskiye Avialinii c/s, initially no titles; l/n without titles VKO 11apr09; f/n with 'Atlant-Soyuz' titles VKO 30may09; l/n VKO 07nov09, see rgd date below to Novaya FAK; leased 26oct09/27nov09; in basic Permskiye Avialinii c/s with 'Atlant-Soyuz' logo on fin and 'Zapolyarye' titles; f/n VKO 24nov09; l/n AER 15nov10, see dates for Krasavia below leased from Novaya FAK 03mar10; excluded from the operator's certificate of Krasavia 18jun10 in all-white c/s, no titles; t/t 24,145 hours and 12,066 cycles by 01jan11; l/n VKO 02oct11 in all-white c/s; l/n operational SIP 04jul14; seen DME 22jul14 in the process of being cannibalised; scrapped at DME in late jul14; remains still seen VKO 03jun15; the forward fuselage was transported on a flat-bed trailer to Moscow-Khodynka and lifted by a crane to the 4th floor of the "Aviapark" shopping centre 01aug14; forward fuselage preserved in the "KidZania" family entertainment centre (to open in 2015); l/n 23feb22 rgd 08jun89; last service 28oct94; delivered ex WAW 29jul95; canx 21sep95 trf 25nov95; f/n VIE 19mar96; seen DXB 22jan98; CoRR renewal 24dec98; l/n as such KUF 20aug05; last overhaul completed 17aug07; repainted in full AiRUnion c/s, f/n as such KJA 27aug07; l/n active PEK 02nov07; operator's certificate revoked 30sep08; offered for sale by Sberbank 17dec08 with t/t 11,388 hours, without engines; stored at KJA without engines, l/n aug09; seen KJA jul10 with engines; under maintenance at KJA by late 2010 after storage and maintenance; f/n KUF 18may11; l/n SGC 07jul13; broken up Vnukovo dec13 rgd 20jun89; last service 14oct93 canx 02oct95, delivered ex WAW 29sep95
	RA-85848 RA-85848 RA-85848	Tu-154M Tu-154M Tu-154M	Zapolyarye Krasavia South East Kosmos Airlines	rgd no DME VKO	12aug09 reports 04apr11 04oct12	
89A805	SP-LCI RA-85821	Tu-154M Tu-154M	LOT Samara	mfd rgd	31may89 09oct95	
89A806	RA-85821 SP-LCK SP-LCK RA-85822 RA-85822 RA-85822 HA-LGC RA-85822	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	UTair LOT LOT c/s, n/t Samara SAN Air Company Samara Atlant Hungary Samara	f/f mfd WAW rgd STR ret SVO	04feb11 29may89 07jul95 22jan96 28feb96 feb99 07dec00 18aug01	in all white c/s with titles and tail logo and small 'Samara' titles on the lower fuselage; l/n NRT 26oct96 l/n KUF 13aug99, still with SAN Air Company markings allocated but never delivered and expired 07jun01 reported in Russian register mar03 with c/n 76A155 !; in full c/s; l/n DME 09aug08; operator's certificate revoked 30sep08; t/t 13,658 hours and 7,107 cycles; reported stored at KJA and later broken up in Czechoslovak register as '85807'; d/d 21jul89; rgd 24jul89; named 'Vysoké Tatry' last service 09dec99 (BCN-PRG); l/n PRG 19dec99 when left for Ufa; canx 20dec99 f/n UTP 05jan01; l/n operational DME 11oct04; seen at ARZ-411 at MRV oct06/sep10, cannibalized; broken up dec10; t/t 19,286 hours and 10,204 cycles; see c/n 90A846 toc 19jul89; f/n SNN 24jul89; rgd 28jul89; opb 235 OAO; l/n VKO 11sep92 l/n VKO 16jun94 l/n VKO 17may99, in Aeroflot c/s and titles already f/n LED 06sep00; l/n HAM 14jan07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n LED 17oct09; last flight (SVO-LED, without passengers) 16nov09, was also the last Tu-154 flight of Rossiya; stored at LED, seen dec09/apr11 in basic ex-Pulkovo c/s; l/n NSK oct11/jun21 stored; canx between 20jul18 and 24aug18 toc 21jul89; rgd 28jul89; opb 235 OAO; f/n SNN 03aug89; l/n VKO 11sep92 l/n VKO 05sep93 in Aeroflot c/s and titles; l/n 17jul00; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; f/n SVO 25feb01; damaged at VKO 25aug06 when the port wing hit a KrAZ fuel truck, repaired by VARZ-400; l/n VKO 06oct13 active; seen complete VKO 23jun14, broken up by end of jun14 on charge as of jul89; rgd 28jul89; f/n DME 15mar90; l/n IKT 05jul92 l/n AMS 12dec93; trf 22feb95 to Bratsk Air leased from Bratsk Air in basic ex Aeroflot c/s; l/n DXB 28aug99; still on register sep99 delivered this date; l/n BOJ 05sep00 f/n HAJ 19may01; l/n HAJ 25aug01, no titles f/n DME 05sep02; l/n DME 16nov03 lsf AeroBratsk and in their c/s; f/n LED 03dec04; operator's certificate revoked 01nov08; t/t 30,595 hours and 12,819 cycles; seen stored at KJA oct09/22aug19 toc 27jul89; f/n SNN 28jul89; rgd 04aug89; l/n SVO 14aug92 l/n SVO feb10, wfu; t/t 47,017 hours and 16,290 cycles; broken up at SVO may10, only a small piece remained by 01jun10 rgd 08aug89; f/n AMS 16sep89; last service 19oct95; canx 22may96; delivered ex WAW 12may96 rgd 17jan97; l/n UFA 18aug99 leased from Bashkirian Airlines; l/n SHJ 27apr00 seen in ARZ No. 411 GA at MRV aug05/jun06 under overhaul; registration not applied jun06; sold by Tekhnolizing to FinansBiznesGrupp in 2007 in ARZ No. 411 GA; rgd 23jan09 to FinansBiznesGrupp; sat wfu in ARZ No. 411 GA at MRV, seen sep11/aug12; scrapped by ARZ No. 411 GA by 02dec13 had East German Air Force serial 121 allocated; f/n Marxwalde 14oct89 f/n SXF 03oct90; mid-air collision on 13sep97 with C-141B 65-9405 at 65 nautical miles west of Namibian coast, mainly due to poor ATC communications and use of non-standard flight level by Tupolev, all aboard both aircraft perished, total of 33 fatalities f/n PEK 28nov89; seen XIY may99/may01, stored; reported owned by Skir Air Ukraine jun01; offered for sale with t/t 17,916 hours and 9,806 cycles; possibly the aircraft seen ZIA 19aug01, without registration, see also c/n 90A855 c/n confirmed; still carried a China Northwest cheatline; l/n SHJ jan03; last overhaul completed in 2003 leased from Dalmashlizing; f/n CAN 22may04; wing damaged 20jun08; operator ceased operations 19oct08; stored at KHV from late 2008, came to rest on its tail during a hurricane 02/03may09; broken up at KHV in 2014; see c/n 75A114 f/n PEK 23jan90; l/n XIY may99/may00, stored rgd only 07sep01; named 'Arsenyev'; l/n VVO 09aug07; sold to Tekhnolizing aug07; ferried VVO-MRV 01sep07; l/n in ARZ-411 at MRV aug08 in white/blue c/s; l/n MRV 25oct09, stored with ARZ-411 in white/blue c/s with titles on left hand side; l/n AAQ 25aug10 on short-term lease; in white c/s with blue tail, no titles; l/n MRV 16sep11 in white c/s with blue tail, South East titles and 'SE' on the tail; l/n NOZ 17aug12 in white/blue c/s, no titles; f/n PRG 27jan13; l/n SVX 14may13 in white/blue c/s, with titles; l/n MSQ 08sep14; broken up MRV sep15 toc 05oct89; f/n SNN 14oct89; rgd 26oct89; l/n ZRH 07oct92 l/n SVO 02jun10, wfu; broken up at SVO jun10; t/t 40,386 hours and 15,899 cycles toc 12oct89; rgd 26oct89; f/n SNN 19oct89; l/n SVO 30jun92 l/n wfu at SVO 03sep09; t/t 36,008 hours and 14,001 cycles; donated to the Moscow Technical University of Civil Aviation (MGTU GA) (N55.985124 E37.443940) as a ground instructional airframe 20jan10, l/n aug24 toc 11oct89; f/n SNN 24oct89; rgd 26oct89; dbr 17nov90 on a flight from Basel to Moscow when crashed-landed in a field near Dubenec u Dvora Králové, Eastern Bohemia, when the cargo, 18 tonnes of Winston cigarettes, caught fire, all 6 crew survived; canx 19sep91; soc 26sep91 toc 11oct89; rgd 26oct89; f/n SNN 28oct89 in primer, for painting in Aeroflot c/s; l/n SVO 11sep92 l/n SVO 12aug09; wfu in 3rd quarter 2009; t/t 46,335 hours and 16,191 cycles; l/n SVO 05jun10; broken up SVO jul10 SatCom-equipped; on charge as of 01jan91; f/n SNN 03jan91, opb 235 OAO; arrived in natural metal c/s with Soviet flag for painting; see next line SatCom-equipped; in Aeroflot c/s with 'Sovyetiski Soyuz' titles and very small Aeroflot titles below the cockpit windows; l/n SNN jan92 SatCom-equipped; reportedly the personal aircraft of the Russian Prime Minister; in basic Aeroflot c/s with 'Rossiya' titles and grey tail, still with very small Aeroflot titles below the cockpit windows; l/n VKO 11sep92 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO 16jun94 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; f/n VKO 25sep94; repainted in grey c/s with cheatlines in the colours of the Russian flag by jan99; t/t 1,898 hours and 1,225 cycles as of 01jan10; l/n LED 22mar10 SatCom-equipped; in grey c/s with cheatlines in the colours of the Russian flag; l/n VKO 11mar11, active; seen VKO aug12; l/n VKO aug13, stored; broken up rgd 04dec89; d/d 20dec89; named 'Momotombo'; l/n VKO 16apr97 f/n VKO 29apr98; l/n SVO 09aug98 in basic ex Omskavia c/s with Iran Air Tour titles; seen SVO 20mar01; l/n ALA 08jun01; leased from Omskavia until 05oct02 soc 03sep02 and canx 04sep02 as leased to Iran lsf Omskavia in basic c/s with own titles and logo; f/n DXB oct02; l/n DXB 27feb04 in full c/s with titles, photo proof seen DXB 02dec05; not current on ICAO list feb06, returned for winter 05/06 ?; l/n THR 26nov06 leased from Omskavia; in basic c/s, with titles being applied 06jan07; l/n as such 14jan07; seen KJA 25apr07/27aug07 with titles painted out and registration visible under paint seen in ARZ-411 at MRV aug08/feb09, all markings painted out; current on Russian register nov09; t/t 17,386 hours and 13,795 cycles; broken up at MRV before may11 f/n ADE 02apr90; stored at VKO, seen jun92/sep92 rgd 16sep92; f/n DUS 12jan93; l/n SVO 16jul93 still carried 'Ek-' under the wing after it was sold to Russia; l/n SVO mar98 l/n with titles HKT 02jan00; seen without titles UFA 13jun01 and DME 03dec01; seen again with titles KIX 09aug02; named 'Spassk-Dalni' after a town in the Far East around 2002; l/n active AER 28may11; seen VVO jul11/nov11, stored; sold to Sumotori in early 2012; towed from the airport to the "Primorskoye
	RA-85848 RA-85848	Tu-154M Tu-154M	LOT Samara	mfd rgd	31may89 09oct95	
89A807	OK-UCF OK-UCF RA-85846(2)	Tu-154M Tu-154M Tu-154M	CSA Czech Airlines Bashkirian Al	mfd PRG rgd	12jun89 jun95 26sep00	
89A808	CCCP-85658 RA-85658 RA-85658 RA-85658 RA-85658	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya Pulkovo Avia Rossiya Russian Al	mfd DUB trf rgd MXP	19jul89 11mar93 2F2jul94 14sep00 18mar07	
89A809	RA-85658 CCCP-85659 RA-85659 RA-85659	Tu-154M Tu-154M Tu-154M Tu-154M	Continent Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	ROV mfd HEL trf	08jul11 21jul89 15jan93 22jul94	
89A810	CCCP-85660 RA-85660 EP-ITL EP-ITV LZ-LTK RA-85660 RA-85660 RA-85660	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Aeroflot Iran Air Tour Iran Air Tour Balkan Aviaexpresscruise AeroBratsk KrasAir	mfd CGN lsd SVO SOF rgd rgd rgd	10jul89 sep92 94 ? 28may96 05jun00 19dec00 08nov01 08jun04	
89A811	CCCP-85661 RA-85661	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd TLS	26jul89 28nov92	
89A812	SP-LCL RA-85826(1) RA-85826(1) RA-85826(1)	Tu-154M Tu-154M Tu-154M Tu-154M	LOT Bashkirian Al Shaheen Air Intl Bashkirian Al	mfd d/d SHJ HAJ	31jul89 aug96 05mar00 04aug00	
89A813	RA-85826(1)	Tu-154M	KavMinVody Avia	MRV	06jul07	
89A813	DDR-SFB 11+02	Tu-154M Tu-154M	EGAF/Interflug c/s German Air Force	rgd rgd	18sep89 03oct90	
89A814	B-2619	Tu-154M	China Northwest	mfd	31aug89	
	EP-EAC RA-85114(2)	Tu-154M Tu-154M	Aria Air Dalavia	THR rgd	oct01 11feb04	
89A815	B-2620 RA-85849	Tu-154M Tu-154M	China Northwest Vladivostok Avia	mfd VVO	30aug89 01aug01	
	RA-85849 RA-85849 RA-85849 RA-85849 RA-85849 RA-85849 RA-85849	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Atlant-Soyuz Zapolyarye Kolavia South East Kosmos Kosmos Kosmos	VKO PEE SIP VKO trf VKO VKO	17jan09 10jun10 27may11 13oct11 jan13 may13 may13	
89A816	CCCP-85662 RA-85662	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd AMS	04oct89 29nov92	
89A817	CCCP-85663 RA-85663	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd ZRH	05oct89 21oct92	
89A818	CCCP-85664	Tu-154M	AFL/International	mfd	sep89	
89A819	CCCP-85665 RA-85665	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd MLA	06oct89 21oct92	
89A820	CCCP-85666 CCCP-85666 85666	Tu-154M Tu-154M Tu-154M	Soviet Government Sovyetiski Soyuz Russ. Gvt/AFL c/s	mfd rgd SNN	25dec90 10jan91 15feb92	
	RA-85666 RA-85666	Tu-154M Tu-154M	Russ. Gvt/AFL c/s Rossiya	VKO trf	27apr93 22jul94	
89A821	RA-85001(2) YN-CBT RA-85830 EP-MBB	Tu-154M Tu-154M Tu-154M Tu-154M	Rossiya Aeronica Omskavia Iran Air Tour	HRK mfd rgd lsd	21apr10 28nov89 06apr98 05oct98	
	RA-85830 EP-MHS RA-85830 EP-MHS EP-EAJ	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Omskavia Mahan Air Omskavia Mahan Air Aria Air	DME rgd OMS DXB THR	18aug02 07sep02 05sep04 10dec04 06jan07	
89A822	RA-85830 70-ACT RA-85803 EK-85803 RA-85803	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Alyemda Krai Aero Arax Airlines Vladivostok Avia	mfd trf WAW HKT	17nov89 01may92 dec96 28dec99	

89A823	B-2621 UN-85855(1) UN-85855(1) UN-85855(1) UP-T5405	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	China Xinjiang Al China Xinjiang c/s Sayakhhat Atyrau Airways MAK Air MAK Air	d/d ALA ALA BTS trf DME	03dec89 08jun01 08oct02 20aug03 2006 23jul08	koltso" (N43.356668 E132.085671) sports complex 12may12; will be used as a café; seen mar15, with additional RDS - 'Russian Drift Series' sticker on forward fuselage and revised tail logo; l/n oct22 l/n XTY 03oct91; l/n URC 25sep99, operational; left operator mar01 no titles l/n FRU 28jun03 with titles scrubbed out named 'ADJL'; l/n ALA 18oct05 in basic Atyrau c/s with own titles and logo; f/n TSE 15sep06; l/n ALA 20feb08; see c/n 86A723 c/n confirmed by Kazakhstan CAA; in all-white c/s; offered for sale by Aero Asia 13apr10 with t/t 29,890 hours and 11,860 cycles; seen stored at ALA (N43.353939 E77.023734) jan11/aug13 rgd 05jan90; last service 01aug94; delivered ex WAW 25aug94; canx 08sep94 l/n SVO feb10/01jun10; t/t 28,900 hours and 12,884 cycles; broken up SVO jun10 on charge as of 01jan90; rgd 08feb90; f/n SVO 14sep93
89A824	SP-LCM RA-85810	Tu-154M Tu-154M	LOT Aeroflot Rus. Al	mfd SVO	21dec89 06may95	l/n GDX 13may95, still in Aeroflot c/s and titles l/n DME 09aug01; seen in bare metal in VARZ-400 20aug02; canx 06sep02 as leased to Iran f/n KIH 01nov02; l/n DXB 05dec03 f/n HTA 02oct04, in full c/s airline ceased operations 29jun06; seen GDX 28nov06, stored; sold to Aeroflot 19mar07; ferried to VARZ-400 for overhaul 19may07 and l/n there 26may07 damaged 30jun08 on take-off from Pulkovo when engine # 1 suffered an uncontained failure during the take-off run and the take-off was aborted, engine cowling burnt and fuselage on left-hand side of tail damaged by compressor blades and fire; repair deemed uneconomical; seen on far storage apron at LED 23aug08; broken up at LED early aug09; canx before nov09 on charge as of jan90; f/n SNN 09jan90; rgd 12jan90; l/n SVO 11sep92 l/n SVO 14may10, wfu; t/t 40,362 hours and 15,785 cycles; broken up SVO jun10 on charge as of jan90; rgd 12jan90; f/n SNN 14jan90 in basic Aeroflot c/s l/n SVO 14aug92 repainted in new c/s; l/n active SVO 27oct08; was to be wfu in 2nd quarter 2009; seen wfu at SVO 03sep09, registration painted out; seen being broken up 17oct09 on charge as of jan90; rgd 12jan90; f/n SNN 18jan90; l/n SVO 29jun92 l/n SIP 17oct09; last flight 30nov09; l/n SVO 05jun10, wfu; t/t 40,625 hours and 15,691 cycles; broken up at SVO starting 27jun10 rgd 26feb90; on charge as of 01jul90; f/n SVO 24feb92
89A825	CCCP-85667 RA-85667 RA-85667 RA-85667 EP-LCD RA-85667 RA-85667	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan-GDX Aeroflot Mavial/Magadan Al Mavial/Magadan Al Kish Air Vladivostok Avia Mavial/Magadan Al	mfd mfd GDX trf ANC rgd rgd KRR	26dec89 08jul94 18oct94 27oct98 08sep02 11may04 07feb05	
	RA-85667	Tu-154M	Aeroflot Rus. Al	SVO	27jul07	
89A826	CCCP-85668 RA-85668	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd ADE	08jan90 22oct92	l/n GDX 12may95, still in Aeroflot c/s and titles leased from Magadan Avia/Mavial; l/n IST 13dec99; soc and canx 28apr01 as leased to Bulgaria l/sf VARZ-400 and subleased from Airlines 400; carried small additional 'Airlines 400' titles on nose; last seen operational SZG 02jan06; in ARZ-411 at MRV, seen oct06/sep10 being cannibalised and broken up there oct10 toc 24aug90; rgd 20oct90; l/n KJA 01jul92 opb Krasnoyarskiye avialinii operator's certificate revoked 01nov08; l/n LED 24jun09; titles removed at KJA 18aug09 to Mashlizing; in basic KrasAir c/s, no titles; f/n VKO 19aug09; l/n operational KJA 06jul10; CofA expired 24aug10; t/t 21,046 hours and 6,156 cycles; moved to the apron of the Siberian State Aerospace University (SibGAU) at Krasnoyarsk by 12jan12; the cockpit section was cut off 13dec13, sold to Ivan Kleptsov and converted into a simulator in 2014; used as a non-professional simulator by RUNWAY29 at prospekt Metallurgov 2v at Krasnoyarsk from 15oct14; the rest of the airframe was scrapped at KJA after dec13 rgd 06mar90; last service 15aug94; delivered ex WAW 25aug94; canx 08sep94 seen SVO feb10/01jun10, wfu; scrapped at SVO jun10; t/t 28,688 hours and 12,869 cycles; see c/n 01A991
89A827	CCCP-85669 CCCP-85669 CCCP-85669 RA-85669	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/International Transaero AFL/International Aeroflot Rus. Al	mfd mfd HAM SVO PRG	08jan90 26jun92 08jul92 15nov92	
89A828	CCCP-85670 RA-85670	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd HEL	08jan90 19nov92	
89A829	CCCP-85671 RA-85671 RA-85671 RA-85671 LZ-LCA	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan Aeroflot Mavial/Magadan Al Aviacon Zitotrans Magarian Air Ch.	mfd GDX trf SHJ SXF	05feb90 08jul94 18oct94 04feb97 12may01	
89A830	CCCP-85672 RA-85672 RA-85672 RA-85672	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot KrasAir Continent	mfd KJA VIE rgd	24aug90 13jul93 03jul95 14nov08	
90A831	SP-LCN RA-85811(1)	Tu-154M Tu-154M	LOT Aeroflot Rus. Al	mfd SVO	22feb90 06may95	
90A832	LZ-BTN (2) LZ-BTN (2) LZ-BTN (2) LZ-BTN (2) LZ-BTN (2) LZ-BTN (2) LZ-HMN LZ-HMN LZ-HMN RA-85765(2) RA-85765(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Lao Aviation all-white c/s, n/t Balkan United Nations Balkan Balkan Hemus Air Balkan Holidays Aeroflot Rus. Al	mfd BKK ZRH ORY LGG ZRH SOF PRG LGW VKO	28feb90 20oct91 28jun92 21feb94 30mar95 20jul96 19mar01 09jun01 01jun02 24jun05	f/n LHR 30mar90; l/n LHR 12sep90; see c/n 74A054 l/n BKK dec91; returned jan92 and then leased to Palair Macedonian opb Balkan; l/n MAN 25sep93 again in full c/s; l/n FCO oct94 in full all-white UN c/s, carried code 'UN-180'; l/n LYE 28aug95 in all-white c/s; l/n without titles AMS 19sep96; f/n with titles DUS 23may97; l/n BUD 30oct00 in basic Hemus Air c/s with 'Balkan' titles in all-white c/s, initially without titles; l/n without titles STR 27jul01; f/n with titles MLA 31aug01; l/n FRA 30sep01 l/n BRQ 07sep04; reportedly returned to Hemus Air and stored; canx from Bulgarian register may05 ? h/o officially aug05; last flight 31dec09; new CoFR issued 27may10; stored at SVO, l/n SVO 05sep10; see c/n 92A922 Ulyanovsk Higher Aviation School of Civil Aviation; rgd 15nov10; f/n ULV 19nov10, still in full Aeroflot c/s including titles; f/n with 'UVAU GA' titles VKO 24jul11; wfu in late 2011; sat wfu at ULV, seen 19aug13; titles were later painted out seen as such ULV 23sep18; l/n ULV 20aug23 toc 01apr90; f/n SNN 03apr90, arrived for painting this date, see next line named 'Perestroika', delivered ex SNN this day after repaint; l/n VKO 25jan94, stored; see trf next line f/n VKO 24apr94; l/n FRA 20jul94 in basic Vnukovo Airlines c/s with Active Air titles in basic Vnukovo Airlines c/s with Active Air titles; named 'Fenerbahce'; l/n VKO 26may96 f/n VKO 16apr97 l/n VKO 24aug97 probably as payment for debts; seen VKO 22jul00, in Vnukovo Airlines c/s; l/n VKO 19aug01 no engines, wfu ? f/n DME 16aug02; l/n DXB 15nov07; wfu OVB oxt08; l/n OVB 27oct11, as such; broken up; canx before apr16 toc 06apr90; f/n SNN 09apr90; arrived for painting this date, see next line named 'Fenerbahce', delivered ex SNN this day after repaint; l/n DUS 23jul93; returned nov93 named 'Fenerbahce' with extremely small registration, leased from Vnukovo Airlines; l/n HAJ 23oct94 in fleet list 29aug95 named 'Senler'; in basic Vnukovo Airlines c/s; overran the runway at MST 12jul95 after landing late, coming to rest by the airport fence, no injuries or damage named 'Senler'; in basic Vnukovo Airlines c/s with KTHY logo on tail; l/n DUS mar96 l/n VKO 26may96; named 'Senler', in basic Vnukovo Airlines c/s; returned may96 l/n VKO 16apr97 probably as payment for debts f/n VKO 16aug01; seen UTP 05jan08; add 'S7' logo and titles, l/n DME 20aug08; wfu OVB oxt08; l/n OVB 30oct11, as such; broken up; canx before apr16 SatCom-equipped; photo exists in natural metal c/s with Soviet flag at Samara jun91; toc 22jul91; rgd 12aug91; opb 235 OAO SatCom-equipped; arrived SNN for painting; initially painted in Aeroflot c/s with 'Sovjetski Soyuz' titles and very small Aeroflot titles below the cockpit windows SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO 11sep92 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO 16jun94 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO aug99, still SatCom-equipped; converted to 164 seater with Satcom removed, see next line already f/n VKO 22jun00; named 'Vladimir Kuzakov'; l/n DME 08feb13; seen MJZ 18jul16/21jun21, stored; reported broken up oct21 and remains still present may22 toc 28apr90; rgd 11jun90; f/n DME 12apr91; l/n DME 10sep92
90A833	CCCP-85673 TC-GRB RA-85673 RA-85673 TC-ACV RA-85673 RA-85673 RA-85673 RA-85673 RA-85673	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Greenair Vnukovo Airlines Active Air Active Air Vnukovo Al, n/t Vnukovo Airlines East Line Sibir	mfd SNN trf IST IST ret ZRH rgd	30mar90 11apr90 18nov93 27may95 29may95 may96 22jul97 14jun00 08feb02	
90A834	CCCP-85674 TC-GRC RA-85674 RA-85674 TC-ACI	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Greenair Greenair Vnukovo Airlines Active Air	mfd SNN DUS VKO IST	06apr90 18apr90 27jul94 15may95 21jun95	
	TC-ACI TC-ACI RA-85674 RA-85674 RA-85674	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Kibris Turkish Al Active Air Vnukovo Al, n/t East Line Sibir	FRA FRA SVO rgd rgd	18nov95 19apr96 04aug96 14jun00 12jul01	
90A835	CCCP-85675 CCCP-85675 85675 RA-86575 RA-85675 RA-85675	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Government Sovjetski Soyuz Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd mfd SNN ZRH trf	10jul91 22jul94 30jan92 29jan93 22jul94	
	RA-85675	Tu-154M	Alrosa	rgd	29jun00	
90A836	CCCP-85676 RA-85676 RA-85676 RA-85676 EP-MAM RA-85676 RA-85676 RA-85676	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot Khakasiya Transeuropean Iran Air Tour Aeroflot c/s, n/t Sibaviatrans KrasAir Vladivostok Avia	mfd KJA trf SVO THR FRA FRA DME h/o	28apr90 13jul93 25nov93 03sep96 10mar97 01aug98 24apr99 19aug01 06jun03	leased to Aeroflot Russian Airlines 1994/1995 l/n ATH 05nov96 operated for Sibaviatrans l/n HAJ 06aug00 in basic Sibaviatrans c/s; still in fleet list dec02, but not by jan03 leased from Khakasiya; named 'Sayanogorsk'; f/n KIX 03oct03; l/n VVO mar10/jun13 stored; offered for sale 17apr12; became an instructional airframe at VVO (N43.399405 E132.144381), f/n feb16; l/n 30may22 opb 36. SPLT at WAW; in basic LOT c/s with 'Republic of Poland' titles; f/n WAW 12jul90; seen WAW 01mar95 with additional code '01' opb 36. SPLT at WAW; in white c/s with red trim and 'Republic of Poland'/'Rzeczpospolita Polska' titles; last overhaul completed dec09 (by Aviakor); l/n PRG 08apr10; w/o 10apr10 on a flight from Warsaw to Smolensk with a Polish government delegation on board which was to visit Katyn when approached Smolensk-Severnoy in thick fog (the pilot did not follow the advice by ATC to divert to Minsk or Moscow and insisted on landing at Smolensk despite the below-minima conditions), the aircraft descended too low, touched a lone tree 1,100 metres in front of the runway threshold and 15 metres below the runway's elevation and a group of trees 170 metres further on, clipped the tree tops and plunged into a forest some 350-500 metres short of the runway, all 8 crew and 88 passengers (among them Polish president Lech Kaczynski and other high-ranking officials) killed; t/t 5,143 hours and 3,899 cycles Mfd given as 30jun90 in Russian register; rgd 10jul90; named 'Luhakovic' last service 21sep99 SVO-PRG; sold to Unimpex 30sep99, for Iran; l/n PRG 01oct99, left for Vnukovo this date; canx 02oct99
90A837	837 101	Tu-154M Tu-154M	Polish Air Force Polish Air Force	mfd WAW	29jun90 dec96	
90A838	OK-VCG OK-VCG	Tu-154M Tu-154M	CSA Czech Airlines	d/d PRG	may90 jun95	

	RA-85089(2) EP-LBR	Tu-154M Tu-154M	MVM trading Kish Air	rgd rgd	28jan00 30jan00	canx same date as leased to Iran; see c/n 74A089 f/n DXB 12feb00; damaged 25jun06 on landing at Dubai when touched down on a runway extension under construction, sustained some damage to landing gear and wing; l/n KIH feb12/feb16, stored; moved to the coast 14mar16 (N26.530019 E53.909724); l/n 28nov18 rgd 11jun90; on charge as of 01jul90
90A839	CCCP-85677 RA-85677 RA-85677	Tu-154M Tu-154M Tu-154M	AFL/Magadan Aeroflot Mavial/Magadan Al	mfd VKO trf	29may90 23may94 28oct94	f/n GDX 13may95, in full Aeroflot c/s and titles; seen SEA 20jul95, still as such; seen ANC 04may00, carried large 'Magadan 60 let' (60 years) and smaller 'Magadan Airlines' titles l/n DME 29jul00; CoFR renewal 23aug00, operator not given in the Russian register; see previous and next lines carried large 'Magadan 60 let' (60 years) and smaller 'Magadan Airlines' titles aug01/2006; CoFR renewal 22oct01 to Mavial; airline ceased operations 29jun06; l/n GDX 28nov06, stored; sold to Peresvet-Avia 06mar07; offered for sale by Aviaflot-Lizing 09oct07; seen MRV 13feb09 in ARZ; was reportedly to be sold to Iran; seen MRV 01aug10, still in full Magadan 60 let c/s; seen MRV mar12/jun16, stored; seen without wings sep16; preserved at the ARZ-411 museum (N44.223367 E43.107083) by jul17; with very tatty paintwork by aug20 repainted in full Sibir c/s with titles and fake registration at the same location as above; l/n 24aug23; see c/n 81A495 f/n SOF 07jul90 in basic VIA c/s l/n BSL 15oct05 received winglets during rework; lsf Avializing; CoFA issued 02nov06; see c/n 71A013; l/n VKO 19jul13; scrapped TJM by 06jun14 rgd 14jun90; on charge as of 01jul90; f/n DME nov90; l/n KJA 01jul92
	RA-85677	Tu-154M	KrasAir	DME	22jul00	
	RA-85677	Tu-154M	Mavial/Magadan Al	ANC	21sep00	
	'RA-85495'	Tu-154M	Sibir	MRV	24aug21	
90A840	LZ-MIG LZ-MIG LZ-MIG RA-85013(2)	Tu-154M Tu-154M Tu-154M Tu-154M	Varna Intl Air Macedonia Airlines Varna Intl Air UTair	mfd ZRH DUS TJM	22jun90 11jul92 jul93 06dec06	f/n SOF 07jul90 in basic VIA c/s l/n BSL 15oct05 received winglets during rework; lsf Avializing; CoFA issued 02nov06; see c/n 71A013; l/n VKO 19jul13; scrapped TJM by 06jun14 rgd 14jun90; on charge as of 01jul90; f/n DME nov90; l/n KJA 01jul92
90A841	CCCP-85678 RA-85678 RA-85678 EP-LAO EP-LAS EP-MBC RA-85678	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot KrasAir Kish Air Kish Air Iran Air Tour KrasAir	mfd DME trf ARN DXB THR rgd	01jun90 07jul93 05apr94 27jan95 jan96 27sep99 22dec00	leased from KrasAir; l/n DXB 03dec95 leased from KrasAir; still with '85678' under wing; l/n DXB 04oct96 last overhaul completed 31jan99; l/n SVO 25jul00 f/n SVO 13apr01; l/n as such DME 23nov06; in full AirUnion c/s by jul07; l/n DME operational 06sep08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 25,979.5 hours, without engines; broken up KJA oct10 toc 30jun90; rgd 05sep90; f/n DME 12apr92
90A842	CCCP-85679 RA-85679 RA-85679 EP-LAP EP-LAT RA-85679	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot KrasAir Kish Air Kish Air KrasAir	mfd DME trf ARN DXB IST	01jun90 20mar93 05apr94 apr95 03mar96 16jun98	l/n DXB 18dec95; leased from KrasAir leased from KrasAir l/n AAQ 17sep08; operator's certificate revoked 01nov08; seen KJA oct09/may10, wfu; was to be scrapped in mid-2010 rgd 06aug90; on charge as of 01jan91
90A843	CCCP-85680 RA-85680 RA-85680 RA-85680 LZ-LTR RA-85680	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan Aeroflot Mavial/Magadan Al Airlines 400 Balkan Airlines 400	mfd OVV BRQ VKO AMS rgd	09jul90 12jul93 20sep97 13jul00 16aug00 24nov00	l/n SVX 23aug95 l/n BRQ 01oct97 in VARZ-400 l/n FRA 15sep00 f/n BUD 12mar01; l/n VKO 02jun01; l/n VKO 21aug01 in VARZ-400, all-white c/s, no markings or registration with additional 'Airlines 400' titles lsf VARZ-400; l/n VKO 03jul05 in VARZ-400; Bulgarian Air Charter c/s, still with 'Air Charter' titles still and 'National Football Team of Russia' titles and logo on the nose lsf VARZ-400; in Bulgarian Air Charter c/s with additional 'Air Charter' titles and Russian national football team logo; damaged 18sep05 on landing at IST when emergency braking system had to be used after hydraulic failure and all wheels were jammed solid; seen in VARZ-400 22jul07/nov10 with outer wings missing; completely scrapped by 10may11 f/n SOF 13aug90 f/n SOF 27apr91 f/n LGW 29sep91; l/n HAM 07oct05 received winglets during rework; lsf Avializing; f/n AYT 31aug07; see c/n 71A016; l/n VKO 19jul13; stored at UFA oct13; broken up jun14
	LZ-LCE RA-85680	Tu-154M Tu-154M	Bulgarian Air Ch. Airlines 400	HAM SZG	05oct01 05jan02	
	LZ-LCU	Tu-154M	Airlines 400	VKO	03jul05	
90A844	LZ-MIK LZ-MIK LZ-MIK RA-85016(2)	Tu-154M Tu-154M Tu-154M Tu-154M	Varna Intl Air Oriental Airlines Varna Intl Air UTair	mfd lsd ret trf	20jul90 dec90 jun91 28dec06	f/n SVO 04aug90 f/n Lagos 18dec90 f/n BRU 09oct91 in basic VIA c/s with own titles and logo; f/n DUS 03apr92
90A845	LZ-MIL LZ-MIL LZ-MIL LZ-MIL LZ-MIL LZ-MIL LZ-MIL LZ-MIL RA-85056(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Varna Intl Air Oriental Airlines Varna Intl Air Blue Line Varna Intl Air Macedonia Airlines Varna Intl Air UTair	mfd lsd ret lsd ret DUS ZRH VKO	21aug90 18dec90 <aug91 mar92 may92 18oct92 25apr93 05mar07	l/n operational for VIA at DUS 30oct05; wfu at VAR; seen at VARZ-400 may06/aug06, reg removed by jul06; offered for sale or leasing by Avializing as starting apr07, t/t about 16,000 hours and 8,000 cycles in VARZ-400; received (very small) winglets during rework; leased from Avializing; d/d apr07; named 'Nikolai Baibakov' 25mar11 after a former leader of the Soviet oil industry; see c/n 74A056; l/n SGC 02may14, stored; broken up at SGC oct14 test registration (taken from the accident report); see c/n 89A807 f/n PEK apr91; w/o 24feb99 on a flight from Chengdu to Wenzhou when the elevator control linkage became disconnected due to faulty maintenance so that the aircraft went out of control, entered a spin and crashed in farmland about 500 metres northeast of Cypress Village (Gexiang Town, Ruian City), all 11 crew members and 50 passengers were killed and several farmers were injured by the flying debris; t/t 14,135 hours and 7,748 cycles carried 'CAAC' titles; f/n NAY jun93; seen in VARZ-400 at VKO 09sep02 and left VKO after overhaul 17mar03; l/n KMG 18jan08 no titles with Chinese flag; l/n NAY 28jun19 toc 11oct90; rgd 10nov90; l/n KJA 01jul92; l/n DME 16aug92
90A846	CCCP-85846(1) B-2622	Tu-154M Tu-154M	not known China Southwest	no rgd	reports apr90	
90A847	B-4014	Tu-154M	China United Al	rgd	1990	
90A848	B-4014 CCCP-85681 RA-85681 RA-85681 RA-85681 EP-LAU RA-85681 LZ-LTE RA-85681 RA-85681 RA-85681 RA-85681 RA-85681 RA-85681 RA-85681	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Chinese Air Force AFL/Krasnoyarsk Aeroflot Khakasiya Moscow Airways Kish Air Sibaviatrans Balkan Khakasiya KrasAir Khakasiya Khakasiya Khakasiya Khakasiya Vladivostok Avia	NAY mfd KJA trf SVO DXB FRA AMS VKO SVO rgd rgd rgd rgd h/o	22sep16 10oct90 13jul93 25nov93 17jun94 aug96 11jul98 26may99 mar00 07aug00 10oct00 18may01 04oct02 05mar03	leased from Khakasiya; in basic Aeroflot c/s with Moscow Airways titles; l/n SVO 06jul95 leased from Khakasiya; l/n DXB apr97 l/n HAJ 03apr99 l/n AMS 27sep99; not in fleet list 31dec99 l/n DME 03sep00 f/n UTP 05jan01; l/n UTP 28apr01 f/n KJA 03jun01; l/n DME 02apr02; still in fleet list dec02, but not by jan03 leased from Khakasiya; rgd 14mar03; named 'Abakan'; with 'Vladivostok Avia' titles both sides; f/n UTP 28dec03; l/n BCN 19sep07 in VARZ-400; offered for sale by Avializing 12nov08 with t/t 25,471 hours; l/n LED 27aug13; canx before apr16 toc 07sep90; rgd 20oct90; f/n DME 22feb92
	RA-85681	Tu-154M	UTair	VKO	29nov07	
90A849	CCCP-85682 RA-85682 RA-85682	Tu-154M Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot KrasAir	mfd KJA CGN	06sep90 13jul93 17may96	l/n KJA 09jul05, as such; f/n in full AirUnion c/s with small additional 'Krasnoyarskiye avialinii' titles ROV 29jul06; operator's certificate revoked 01nov08; opf Zapolyarye from jan09; l/n VKO 12jun09 in basic AirUnion c/s with 'Zapolyarye' titles (on right-hand side only); l/n NOZ 24jun10; seen wfu KJA 01aug11 engines missing toc 16oct90; rgd 10nov90; f/n KJA 01jul92
90A850	CCCP-85683 RA-85683 EP-LAQ RA-85683 EP-MBI RA-85683	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot Kish Air KrasAir Iran Air Tour KrasAir	mfd DME THR ret no rgd	15oct90 20mar93 31aug95 1997 reports 12jan01	leased from KrasAir, in basic ex Aeroflot c/s, with Kish Air titles and tail logo; l/n DXB mar97 last overhaul completed 16jul99 probably leased in basic ex KrasAir c/s for a period of six months in 2000, see next line f/n PUY 01sep01, with EP- registration just visible on the tail; l/n operational GOJ 06jul08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 25,712 hours, one engine missing; l/n KJA oct09, stored; broken up rgd 30oct90; operated either by Chitinski OAO or by 1-y Irkutski OAO; on charge of Baikalavia as of 01jul91; f/n IKT 03mar92; l/n DME 16aug92, still in full Aeroflot c/s
90A851	CCCP-85684 RA-85684 RA-85684 RA-85684	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Aeroflot Chita Avia Alosa	mfd DME trf VKO	12oct90 23may93 29jul93 22may00	f/n PEK nov95; l/n HTA 18apr98; leased to Sayany 21sep98; sold to Alosa 28may99 initially in white c/s with turquoise cheatline and trim; new CoFR issued 21mar07; damaged 07sep10 on a flight from Polyarny to DME when suffered a complete electrical breakdown resulting in loss of navigation devices and fuel pumps, the aircraft force-landed on the abandoned 1,340 metre long runway at Izhma (Komi Republic) and overran it by 200 metres into a small wood, all 9 crew and 72 passengers escaped unhurt; t/t 38,911 hours and 10,837 cycles by 07sep10; towed onto the runway 21sep10; repaired in early 2011 and ferried via Ukhta to Aviakor at Samara 24mar11; returned to Mimy after repair 16jun11; l/n in its old c/s OVB 11aug15; repainted in light blue c/s with dark blue belly and trim in various shades of blue; f/n as such DME 24sep15; new CoFR issued 09jan17; last flight 29sep18 (MJZ-OVB); donated by Alosa to Muzei istorii aviatsii (Aviation History Museum) at Novosibirsk-Tolmachovo 30sep18; l/n aug24; was officially canx 01sep20
90A852	LZ-MIR LZ-MIR LZ-MIR	Tu-154M Tu-154M Tu-154M	Varna Intl Air Blue Line Varna Intl Air	mfd lsd ret	28sep90 apr92 may92	in white c/s with purple tail; f/n SOF 14dec90 in basic VIA c/s with own titles; f/n SXF 05apr92

	LZ-MIR LZ-MIR LZ-MIR LZ-MIR	Tu-154M Tu-154M Tu-154M Tu-154M	Macedonia Airlines Varna Intl Air Raji Airlines Varna Intl Air	ZRH BOJ SOF SXF	23may92 15aug93 14apr94 23sep94	in basic VIA c/s with 'Macedonia AS' titles; l/n ZRH 06sep92
	RA-85018(2)	Tu-154M	UTair	VKO	jan07	seen LGW 30jul95; seen PRG jun97 in full VIA c/s with a small 'leased by CSA' sticker, date of lease unknown; l/n operational for VIA at VKO 05apr06; sold to Airlines 400; seen in VARZ-400 may06/aug06, in bare metal by aug06
90A853	CCCP-85685 CCCP-85685 CCCP-85685 RA-85685	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan Transaero Aeroflot Vladivostok Avia	mfd TXL SVO rgd	23oct90 13jan92 01jun92 30may00	received winglets during overhaul; leased from Avializing; d/d mar07; new CofRs issued 13jul07 (mfd given in register as 11jan97) and 12nov10; t/t 22,074 cycles and 10,793 hours by 01aug10; CofA expired 27nov13; sat wfu at UFA, seen jun15/jul17; canx between 25apr18 and 23may18; broken up at UFA jun18, seen in the process 22jun18; the cockpit was bought by a private person and transported to a small town in the St. Petersburg region where it is in use as a pavilion in the yard of a country house, seen dec23; see c/n 71A018
	RA-85685	Tu-154M	UTair	VKO	08jun08	rgd 11nov90; on charge as of 01jan91
90A854	CCCP-85685 CCCP-85686 85686	Tu-154M Tu-154M Tu-154M	Aeroflot Soviet Government Russ. Gvt/AFL c/s	TOF mfd SNN	27jul12 29jan92 09feb92	in basic Aeroflot c/s with red 'Transaero' titles seen GDX jul94/aug96, engines and parts missing; sold 2000 named 'Nakhodka'; f/n SVO 18jun00; l/n VKO 22jul07; underwent rework at VARZ-400 in late 2007/early 2008
	RA-85686 RA-85686	Tu-154M Tu-154M	Russ. Gvt/AFL c/s Rossiya	VKO trf	15may93 22jul94	last flight with passengers 23dec11; ferried to Tomsk 28dec11 for preservation, titles painted out; l/n TOF 29aug17
90A855	RA-85686 B-2623	Tu-154M Tu-154M	Russian Air Force China Northwest	ABA mfd	04jan15 31oct90	preserved in full Aeroflot colours with Soviet flag; l/n 29aug17 SatCom-equipped; toc 30jan92; opb 235 OAO; f/n SNN 04feb92, natural metal c/s for painting SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail with very small Aeroflot titles below the cockpit windows; rgd 10feb92; l/n VKO 16aug92
	RA-85085(2) EP-MBU EP-EAO EP-MCK EP-EKE	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Middleton Group Iran Air Tour Aria Air Iran Air Tour Eram Air	rgd lsd THR THR THR	21mar02 23mar02 15aug07 24aug07 22jun08	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO 16jun94 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; repainted in grey c/s with cheatlines in the colours of the Russian flag; l/n CKL 22aug14 SatCom-equipped; in basic Rossiya c/s, no titles; CofR renewal 26feb15; l/n HEL 22sep21 rgd 1990; f/n CAN 10oct90; l/n XIY may99/may01, stored; possibly the aircraft seen Zhukovski 19aug01, without registration, see also c/n 89A814
90A856	B-4015	Tu-154M	China United AI	rgd	1990	see c/n 74A055; canx same date as leased to Iran rgd 22mar02; f/n SHJ 04dec02; new c/s since early 2006; l/n KIH 23feb07
	B-4015	Tu-154M/D	Chinese Air Force	ph.	jan07	in full c/s c/n confirmed; l/n THR 14oct07 in basic Iran Air Tour c/s with 'Eram Air' titles; seen THR jan12/07dec18, stored; reportedly broken up there feb19
90A857	CCCP-85687 RA-85687 RA-85687 EP-MAC RA-85687 EP-MAZ RA-85687 RA-85687	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aeroflot Sibir Iran Air Tour Sibir Iran Air Tour Sibir S7 Airlines	mfd OVB trf rgd lsd rgd VKO	26nov90 21apr93 29dec94 26jun97 20sep98 25apr01 23mar05	f/n NAY jun93; seen NAY 08oct99 with Chinese flag on tail and CAAC titles on fuselage; l/n NAY 05jun01, without titles; converted to, see next line no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; seen NAY 27jul19; l/n Danyang 12oct19 toc 01dec90; rgd 20dec90; f/n IKT 06jul92
	OK-BYP OK-BYP OK-VCP OK-VCP OK-VCP RA-85841	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	CS-Gvt (LSFMV) Ensor Air Ensor Air Czech Government Travel Service AI Omskavia	mfd lsd r/r PRG PRG rgd	29dec90 09sep92 27apr93 apr94 12sep97 20jan00	l/n FRA 14may95 in Aeroflot c/s and titles was leased from Sibir with comment in register 'foreign work excluded'; l/n FRA 08feb98 in basic ex Sibir c/s; l/n SVO 02may00; leased from Sibir until 19sep01 f/n IKT 06jun01; in full c/s and titles; l/n FRU 15sep04 r/o in new c/s, striking bright green with medium-green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles, seen DME 15aug09, stored; l/n seen at ARZ-411 at MRV 07sep10/28mar12; broken up at MRV in 2013
90A858	EP-MBG RA-85841	Tu-154M Tu-154M	Iran Air Tour Omskavia	THR rgd	01dec99 02apr03	d/d 25jan91; rgd 01feb91; l/n KBP 15apr92 canx 29apr93 rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; l/n SVO 1995 l/n PRG 27oct99, departed this date; canx 28oct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line
	RA-85841 RA-85841	Tu-154M Tu-154M	Domodedovo Airl. Atlant-Soyuz	DME VKO	05feb05 06dec08	l/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; l/n FRA 20jul04; still in fleet list nov04
90A859	CCCP-85688 RA-85688 RA-85688 EP-ITS	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aeroflot Sibir Iran Air Tour	mfd OVB trf SVO	12dec90 21apr93 29dec94 16may95	in all-white c/s with titles and logo; l/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; l/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; l/n LED 06sep92
	RA-85688 RA-85688 OM-VEA (2) RA-85688 RA-85688	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines	FRA SHJ OVB rgd OVB	10nov97 04jul98 15may99 15oct99 29may05	in basic Aeroflot c/s, all-white tail; l/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; l/n OSL 03sep96
90A860	CCCP-85689 EP-ITF RA-85689 RA-85689 EP-MBA RA-85689 LZ-LTP RA-85689 RA-85689 RA-85689 RA-85689 RA-85689 EP-MCT	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Iran Air Tour Bratsk Avn Ent. Bratsk Avn Ent. Iran Air Tour Sibir Balkan Aeroflot c/s, n/t Airport Bratsk East Line AeroBratsk Vladivostok Avia Iran Air Tour	mfd lsd trf VKO DXB rgd SOF SZG trf STR rgd rgd THR	28dec90 93/94 ? 20jan94 30jun96 28nov98 15oct99 22jun00 30dec00 end2001 04jan02 05jun03 11may04 22jun08	l/n IST 22mar99 d/d this date; l/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; l/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; l/n IKT 05jul92
	RA-85690 RA-85690 RA-85690 RA-85690 RA-85690	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Baikalavia Daallo Airlines Sibir	mfd trf SVO SHJ rgd	29dec90 30jun92 10mar96 28oct00 23nov00	f/n VKO 16jul94, in Aeroflot c/s and titles l/n VKO 29jul98, stripped; confirmation on titles welcome l/n VKO 17jun99; leased from Bratsk Aviation Enterprise f/n VKO 06feb00, c/s and titles not reported, arrived for overhaul delivered this date; l/n BUD 28sep00 l/n DME 13aug01; operated for East Line ex Bratsk Aviation Enterprise (bankrupt 26oct01) l/n DME 07apr03; leased from Airport Bratsk f/n DME 28jun03; l/n DXB 30dec03 f/n VVO 14may04; Cyrillic titles; repainted in new c/s by early 2005; l/n VVO 11apr08 in partial Vladivostok Avia c/s; seen THR feb11/may16, stored; l/n THR 07mar19 preserved at the Tehran Aerospace Exhibition Center; l/n 21aug23 on charge as of 01jan91; rgd 20jan91; f/n DME 20jun91 f/n DME 20mar93, in Aeroflot c/s and titles l/n SHJ 11oct00; carried 'Baikal Airlines' titles l/n DXB 01nov00 f/n VKO 25feb01; leased from Baikalavia since 31oct00; additional 'S7' logo and titles since jul06; partially repainted sep07; l/n OVB aug08/may09, stored
90A862	RA-85690 SP-LCO 862 102	Tu-154M Tu-154M Tu-154M Tu-154M	Zapolyarye LOT Polish Air Force Polish Air Force	ABA mfd trf VKO	aug09 25dec90 28sep94 01sep97	no titles, in basic Sibir c/s; l/n KJA 05mar12, in same colours with titles; broken up KJA apr12 rgd 15jan91; l/n TFS 09mar93; canx 19jul94 but rgd again 17aug94; eventually canx 20sep94 opb 36. SPLT at WAW; seen WAW 01mar95 with code '02' opb 36. SPLT at WAW; in white c/s with red trim and 'Republic of Poland'/'Rzeczpospolita Polska' titles; l/n WAW 16jul11; last flight for the Polish Air Force 05aug11; ferried 26oct11 Warsaw to Minsk-Mazowiecki for storage; l/n Minsk-Mazowiecki 29may13 f/n DUS 19jul91; in all-white c/s with 'VIA' on the fin; l/n FRA 05oct91
90A863	LZ-MIS LZ-MIS LZ-MIS	Tu-154M Tu-154M Tu-154M	Varna Intl Air Macedonia AS Varna Intl Air	mfd ZRH LGW	29dec90 20jul92 04jul93	in all-white c/s with 'VIA' on the fin; repainted in full c/s in 1995; leased to Avioimpex late95/early96; l/n operational for VIA at DUS 24oct05; wfu at VAR by late 2005; seen at VARZ-400 may06/aug06, registration removed by aug06; offered for sale or leasing by Avializing starting may07 flying; received (very small) winglets during rework; overhaul completed 20jun07; see c/n 74A069
	RA-85069(2) RA-85069(2)	Tu-154M Tu-154M	primer UTair	VKO d/d	15may07 23jun07	leased from Avializing; f/n VKO 22jul07; l/n VKO 13feb13; last flight 27mar14 to Samara-Smyshlyayevka for the Samara State Aerospace University; l/n 26oct23 toc 08feb91; rgd 18feb91; f/n DME 22may91 with Aeroflot and additional 'Tochikiston' titles leased from Tajik Air; in basic ex Aeroflot c/s, initially still with Soviet flag, Aeroflot and 'Tochikiston' titles with additional Daallo Airlines titles and sticker on the engine; later photos, in basic ex Aeroflot c/s with still Daallo Airlines titles and tail logo; l/n SHJ 13jan94; Tajik Air was renamed Tajikistan Airlines leased from Tajikistan Airlines; initially with Aeroflot cheatline and green tail with logo and titles; seen SHJ 16mar97, white fuselage with a green rear leading up the tail with titles and tail logo; l/n SHJ mar98; seen SHJ jun99 with green/blue tail, titles and tail logo; l/n DXB 19sep99
90A864	CCCP-85691 CCCP-85691 CCCP-85691	Tu-154M Tu-154M Tu-154M	AFL/Tajikistan Tajik Air Daallo Airlines	mfd SHJ SHJ	08feb91 feb93 may93	still in fleet list 30sep00 leased from Tajikistan AI; in basic ex Tajikistan AI c/s with Aria Air titles; l/n SHJ 22feb01 seen MUC 12jun01; in Aero freight fleet list nov01; with Tajikistan titles; l/n DME 19aug02 c/n confirmed; f/n SHJ 20feb03; in ex Tajikistan AI c/s with titles and 'Aria' on a blue tail; seen LAD jun03; l/n SHJ 08feb04 in fleet list 01nov04 as lsd to Aero freight; with Tajikistan titles; l/n DME 10jun07; seen DME 10aug07 with Tajik Air titles; l/n LED 15oct08 with titles; l/n DXB 25sep09, active
	EY-85691	Tu-154M	Daallo Airlines	SHJ	08may94	
	EY-85691 EP-EAB EY-85691 EP-EAG	Tu-154M Tu-154M Tu-154M Tu-154M	Tajikistan AI Aria Air Tajikistan AI Aria Air	PRG DXB SHJ rgd	10apr00 01dec00 18apr01 28dec02	
	EY-85691	Tu-154M	Tajikistan AI	DME	30jun04	
	EY-85691	Tu-154M	Taban Air	DXB	19mar09	

	EY-85691	Tu-154M	Tajikistan AI			JSC Tajik Air was formed 30dec09; returned from Taban Air; stored from 17may10 according to an official document of assets dated 01jan18; seen DYU 30jan15; stored on the grass, titles and tail logo overpainted; was offered for sale by auction 25sep15; l/n 07apr18
90A865	CCCP-85692 EY-85692	Tu-154M Tu-154M	AFL/Tajikistan Tajik Air	mfd	jan91 27nov93	toc 08feb91; rgd 18feb91; f/n DME 22feb92; l/n DME 16apr92 Tajik Air was renamed Tajikistan Airlines; l/n KBP 21sep94, in basic ex Aeroflot c/s with tail logo and 'Tochikiston' titles registration read off the nose wheel door Sharjah oct99
	EP-TUE EY-85692 EY-85692	Tu-154M Tu-154M Tu-154M	Iran Aseman AI Tajikistan AI Daallo Airlines	no SHJ SHJ	reports 20oct99 01dec99	l/n SHJ 24nov99, when entered paint shop; still in fleet list 30sep00, see below leased from Tajikistan Airlines; with green/blue tail, titles and tail logo; l/n DXB nov00; seen SHJ mar01 in basic Tajikistan AI c/s with Daallo Airlines titles and without tail logo; l/n SHJ 03may02
	EY-85692	Tu-154M	Tajikistan AI	IST	14oct02	l/n IST 13jan07; seen DME 24jun07 with Tajik Air titles; JSC Tajik Air was formed 30dec09; l/n DYU 28mar12; stored from 19apr12 according to an official document of assets dated 01jan18; seen DYU 30jan15, was offered for sale by auction 25sep15; stored on the grass; l/n 07apr18 toc 04apr91; rgd 18apr91; f/n OVB 20jun92; in full Aeroflot c/s; l/n OVB 01jul92 and GOT 24oct93; leased from Sibir, in basic ex Aeroflot c/s with white tail and Iran Air Tours titles; l/n OVB 26jul94
91A866	CCCP-85693 EP-ITG	Tu-154M Tu-154M	AFL/West Sib.-OVB Iran Air Tour	mfd ATH	07mar91 27mar93	f/n SHJ 08nov95 leased from Sibir for five months; see c/n 90A859 returned to Novosibirsk that day returned to Sibir sep99
	RA-85693 OM-VEA (1) RA-85693 EP-MAS RA-85693	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibir Air Transp. Europe Sibir Iran Air Tour Sibir	trf BTS BTS lsd rgd	29dec94 22jun97 06oct97 sum '98 07sep99	f/n HAJ 08jun00; w/o 04oct01 on a flight from Tel Aviv to Novosibirsk when was hit and destroyed by a stray S-200 SAM (which had been fired by the Ukrainian Air Defence Forces during an exercise on the Crimea) and crashed into the Black Sea 184 km from Sochi airport, all 12 crew and 66 passengers killed; t/t 16,705 hours and 7,281 cycles; soc and canx 10dec01 rgd 15may91; on charge as of 01jul91; in full Aeroflot c/s in basic ex Aeroflot c/s with titles and small tail logo; l/n ORY 16jul91 f/n KJA 12jun94, in Aeroflot c/s, no titles; l/n KJA 08jul94
91A867	CCCP-85694 CCCP-85694 RA-85694 EP-ITU EP-MAE RA-85694 EP-MAY RA-85694	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Krasnoyarskavia Transair Mali KrasAir Iran Air Tour Iran Air Tour KrasAir Iran Air Tour KrasAir	mfd ABJ trf ARN SVO SHJ no rgd	05apr91 29may91 05apr94 jun95 03sep96 14feb98 reports 29oct99	leased from KrasAir reported in JP last overhaul completed 22aug00; f/m FRA 27jun01; l/n PEK operational 03sep07; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 25,743 hours, without engines; l/n KJA oct09, stored; broken up KJA rgd 22apr91; on charge as of 01jul91; f/n DME 26sep91, in full Aeroflot c/s; trf 30jun92, presumably just 'on paper'; l/n IKT 07jul92 in Aeroflot c/s and titles; l/n DME 14may95 f/n PRG 01dec99; seen DUS 17dec06 with additional 'Rossiya' titles; l/n PRG 02jan07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n active FRA 16dec07; seen LED 25apr09, wfu; l/n 01jun10; broken up dec10; t/t 30,524 hours and 10,569 cycles rgd 26apr91; on charge as of 01jul91; f/n AMS 04dec92, in full Aeroflot c/s; still CCCP- 28jun93
91A868	CCCP-85695	Tu-154M	Baikalavia	mfd	12apr91	seen GDX 12may95; l/n FRA jun96, still in full Aeroflot c/s with additional 'Istanbul 2000' Olympics badge on nose leased to Mostarez Air for six months; l/n BCN 09jun98 l/n ATH 30aug98; leased from Mavial/Magadan Avia leased to IRS Aero 04oct99 and rgd 27oct99; l/n LCA 14dec99
	RA-85695 RA-85695 RA-85695	Tu-154M Tu-154M Tu-154M	Baikalavia Pulkovo Avia Rossiya Russian AI	DME rgd CPH	01sep93 11jun99 30mar07	l/n SVO 29jun02 lsf Mavial; white c/s with titles and logo; f/n SVO 26jul02; last seen operational SVO 06nov05; l/n MRV 25jun06 outside rework, disassembled and broken up later toc 24apr91; rgd 15may91; f/n OVB 30jun92, in Aeroflot c/s
91A869	CCCP-85696 RA-85696 RA-85696	Tu-154M Tu-154M Tu-154M	Magadan Avialinii Aeroflot Mavial/Magadan AI	mfd VKO trf	11apr91 21may94 18oct94	l/n SVO 29jun02 lsf Mavial; white c/s with titles and logo; f/n SVO 26jul02; last seen operational SVO 06nov05; l/n MRV 25jun06 outside rework, disassembled and broken up later toc 24apr91; rgd 15may91; f/n OVB 30jun92, in Aeroflot c/s
	RA-85696 RA-85696 RA-85696 RA-85696 RA-85696 RA-85696	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Mavial/Magadan AI Aviacon Zitotrans Aeroflot c/s, n/t Mavial/Magadan AI IRS Aero Continental Aw	BRQ IST LCA SVO SNN rgd	22jun97 22jun98 12dec99 13mar00 20jul00 09jul02	seen GDX 12may95; l/n FRA jun96, still in full Aeroflot c/s with additional 'Istanbul 2000' Olympics badge on nose leased to Mostarez Air for six months; l/n BCN 09jun98 l/n ATH 30aug98; leased from Mavial/Magadan Avia leased to IRS Aero 04oct99 and rgd 27oct99; l/n LCA 14dec99
91A870	CCCP-85697 RA-85697 RA-85697 RA-85697 EP-MAB RA-85697 EP-MAQ RA-85697	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Sib.-OVB Globe Trotters Aeroflot Sibir Iran Air Tour Sibir Iran Air Tour Sibir	mfd DXB DXB trf no may96 jul96 rgd	23apr91 dec92 22feb93 29dec94 1995 may96 jul96 09jul98	leased from Sibir and later returned again to Iran as, see below leased from Sibir and later returned f/n FRA 29dec98; carried additional 'S7' logo and titles from jun06; stored at DME, seen jan09/apr10; seen in ARZ-411 at MRV 07sep10; t/t 32,927 hours and 11,712 cycles; broken up at MRV rgd 05jun91; was already f/n SVO 10apr91, overshoot only this date with additional 'Azerbaijan Airlines' titles and flag with additional 'Azerbaijan Airlines' titles and flag with additional 'Azerbaijan Airlines' titles and flag l/n DME 23aug97; reported for Azerbaijan Airlines delivered this date; l/n LHR 27aug00 in fleet list 12dec00 l/n SXF 10sep01 crashed into mountains in Iran 12feb02; t/t 12,701 hours minutes and 5,516 cycles (accident report states ex RA-85698, not 4K- I) with CAAC titles; f/n VKO may91; l/n NAY mar06 no titles with Chinese flag; l/n NAY 29jan15, active no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 22sep19 f/n CAN 20aug92, in full CAAC c/s with blue cheatline; later repainted to CUA c/s; reported stored oct04; seen NAY 24mar05; seen in VARZ-400 jun05/aug05 at start of extensive work; l/n VKO 21aug05 in ARZ, bare metal and stripped no titles with Chinese flag; l/n NAY 30sep09 no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 03dec18, active toc 09jul91; rgd 15aug91; photo exists in full Aeroflot c/s
91A871	CCCP-85698 CCCP-85698 85698 4K-85698 4K-85698 LZ-LTO 4K-85698 LZ-LCO EP-MBS	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Azerbaijan Aeroflot Aeroflot Aeroflot Aeroflot c/s, n/t Baik Azerbaijan AI Bulgarian Air Ch. Iran Air Tour	mfd DME DME LED BAK SOF DUS lsd	21may91 20jul91 15aug92 16jun93 13apr94 13jun00 23dec00 21jan02	crashed into mountains in Iran 12feb02; t/t 12,701 hours minutes and 5,516 cycles (accident report states ex RA-85698, not 4K- I) with CAAC titles; f/n VKO may91; l/n NAY mar06 no titles with Chinese flag; l/n NAY 29jan15, active no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 22sep19 f/n CAN 20aug92, in full CAAC c/s with blue cheatline; later repainted to CUA c/s; reported stored oct04; seen NAY 24mar05; seen in VARZ-400 jun05/aug05 at start of extensive work; l/n VKO 21aug05 in ARZ, bare metal and stripped no titles with Chinese flag; l/n NAY 30sep09 no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 03dec18, active toc 09jul91; rgd 15aug91; photo exists in full Aeroflot c/s
91A872	B-4016 B-4016 B-4016	Tu-154M Tu-154M Tu-154M/D	China United AI Chinese Air Force Chinese Air Force	rgd KMG NAY	1991 29oct08 22sep15	crashed into mountains in Iran 12feb02; t/t 12,701 hours minutes and 5,516 cycles (accident report states ex RA-85698, not 4K- I) with CAAC titles; f/n VKO may91; l/n NAY mar06 no titles with Chinese flag; l/n NAY 29jan15, active no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 22sep19 f/n CAN 20aug92, in full CAAC c/s with blue cheatline; later repainted to CUA c/s; reported stored oct04; seen NAY 24mar05; seen in VARZ-400 jun05/aug05 at start of extensive work; l/n VKO 21aug05 in ARZ, bare metal and stripped no titles with Chinese flag; l/n NAY 30sep09 no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 03dec18, active toc 09jul91; rgd 15aug91; photo exists in full Aeroflot c/s
91A873	B-4017 B-4017	Tu-154M Tu-154M/D	China United AI Chinese Air Force	rgd NAY NAY	1991 15oct07 29jan15	crashed into mountains in Iran 12feb02; t/t 12,701 hours minutes and 5,516 cycles (accident report states ex RA-85698, not 4K- I) with CAAC titles; f/n VKO may91; l/n NAY mar06 no titles with Chinese flag; l/n NAY 29jan15, active no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 22sep19 f/n CAN 20aug92, in full CAAC c/s with blue cheatline; later repainted to CUA c/s; reported stored oct04; seen NAY 24mar05; seen in VARZ-400 jun05/aug05 at start of extensive work; l/n VKO 21aug05 in ARZ, bare metal and stripped no titles with Chinese flag; l/n NAY 30sep09 no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 03dec18, active toc 09jul91; rgd 15aug91; photo exists in full Aeroflot c/s
91A874	CCCP-85699 CCCP-85699 EP-ITC EP-ITC RA-85699 RA-85699	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibavia Transaero Iran Air Tour Aeroflot c/s, n/t Aeroflot Sibir	mfd HAM OVB OVB OVB trf	21jun91 26jun92 30jul92 21apr93 12jul93 29dec94	c/n confirmed just 'ITC' on the tail; returned after lease rgd 26jul94; f/n MST 22sep94; seen FRA 30jun99 and HAJ 21aug99 with extra titles 'International Space Station Press-Tour at Baikonur'; additional 'S7' titles and logo since may06; l/n DME 06sep08 in basic Sibir c/s, no titles or logo; f/n DME 29nov08; l/n operational DME 15aug09; seen OVB jan10/mar15, stored; broken up, by jun16 only the cockpit remained and had been transported to the Barnaul area of Altai Krai toc 04jul91; f/n SXF 25jul91, in full Aeroflot c/s; rgd 15aug91 with small additional Aeroflot titles below cheatline; seen KBP 07sep92; seen ATH nov92 no longer with additional Aeroflot titles f/n LHR 09feb93; l/n DXB 22nov99; canx 14mar01 l/n DME 08nov04; c/n from JP-02 white/grey c/s, 'Hemus' logo, registration painted out but 'HMY' visible l/n OVB 15feb13 in basic ex Yakutiya c/s, with titles and tail logo; l/n VKO 15oct13; last flight probably UFA-VKO 21oct13; broken up VKO jun14 toc 07jul91; rgd 02aug91; f/n MAN 03aug91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M001 still in Aeroflot c/s with titles and Ukrainian flag; l/n TAT 19nov92 f/n ZRH 04apr93 l/n SHJ 05dec95 with titles and tail emblem; l/n KBP 07jul99; in Avialiniy Ukrainy fleet list early 2001; canx 24sep03 named 'Khakasia' after the region around Abakan; the last Tu-154 operated by Vladivostok Avia; l/n VVO 19aug10, active; stored at VVO from 03sep10, offered for sale 17apr12; l/n jul20/nov24; see c/n 86A724 toc 18jul91; rgd 20sep91; f/n DME 16apr92; l/n KJA 01jul92, in full Aeroflot c/s; see Tu-154 prototype c/n 69M002
91A875	CCCP-85700 85700	Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny	mfd KBP	04jul91 15apr92	rgd 26jul94; f/n MST 22sep94; seen FRA 30jun99 and HAJ 21aug99 with extra titles 'International Space Station Press-Tour at Baikonur'; additional 'S7' titles and logo since may06; l/n DME 06sep08 in basic Sibir c/s, no titles or logo; f/n DME 29nov08; l/n operational DME 15aug09; seen OVB jan10/mar15, stored; broken up, by jun16 only the cockpit remained and had been transported to the Barnaul area of Altai Krai toc 04jul91; f/n SXF 25jul91, in full Aeroflot c/s; rgd 15aug91 with small additional Aeroflot titles below cheatline; seen KBP 07sep92; seen ATH nov92 no longer with additional Aeroflot titles f/n LHR 09feb93; l/n DXB 22nov99; canx 14mar01 l/n DME 08nov04; c/n from JP-02 white/grey c/s, 'Hemus' logo, registration painted out but 'HMY' visible l/n OVB 15feb13 in basic ex Yakutiya c/s, with titles and tail logo; l/n VKO 15oct13; last flight probably UFA-VKO 21oct13; broken up VKO jun14 toc 07jul91; rgd 02aug91; f/n MAN 03aug91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M001 still in Aeroflot c/s with titles and Ukrainian flag; l/n TAT 19nov92 f/n ZRH 04apr93 l/n SHJ 05dec95 with titles and tail emblem; l/n KBP 07jul99; in Avialiniy Ukrainy fleet list early 2001; canx 24sep03 named 'Khakasia' after the region around Abakan; the last Tu-154 operated by Vladivostok Avia; l/n VVO 19aug10, active; stored at VVO from 03sep10, offered for sale 17apr12; l/n jul20/nov24; see c/n 86A724 toc 18jul91; rgd 20sep91; f/n DME 16apr92; l/n KJA 01jul92, in full Aeroflot c/s; see Tu-154 prototype c/n 69M002
	UR-85700 LZ-HMY RA-85700 RA-85700 RA-85700	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Avialini. Ukrayiny Hemus Air no titles Yakutiya Kosmos	rgd LGV DME VKO VKO	10jan93 14may02 25jun05 02jul06 08jun13	rgd 26jul94; f/n MST 22sep94; seen FRA 30jun99 and HAJ 21aug99 with extra titles 'International Space Station Press-Tour at Baikonur'; additional 'S7' titles and logo since may06; l/n DME 06sep08 in basic Sibir c/s, no titles or logo; f/n DME 29nov08; l/n operational DME 15aug09; seen OVB jan10/mar15, stored; broken up, by jun16 only the cockpit remained and had been transported to the Barnaul area of Altai Krai toc 04jul91; f/n SXF 25jul91, in full Aeroflot c/s; rgd 15aug91 with small additional Aeroflot titles below cheatline; seen KBP 07sep92; seen ATH nov92 no longer with additional Aeroflot titles f/n LHR 09feb93; l/n DXB 22nov99; canx 14mar01 l/n DME 08nov04; c/n from JP-02 white/grey c/s, 'Hemus' logo, registration painted out but 'HMY' visible l/n OVB 15feb13 in basic ex Yakutiya c/s, with titles and tail logo; l/n VKO 15oct13; last flight probably UFA-VKO 21oct13; broken up VKO jun14 toc 07jul91; rgd 02aug91; f/n MAN 03aug91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M001 still in Aeroflot c/s with titles and Ukrainian flag; l/n TAT 19nov92 f/n ZRH 04apr93 l/n SHJ 05dec95 with titles and tail emblem; l/n KBP 07jul99; in Avialiniy Ukrainy fleet list early 2001; canx 24sep03 named 'Khakasia' after the region around Abakan; the last Tu-154 operated by Vladivostok Avia; l/n VVO 19aug10, active; stored at VVO from 03sep10, offered for sale 17apr12; l/n jul20/nov24; see c/n 86A724 toc 18jul91; rgd 20sep91; f/n DME 16apr92; l/n KJA 01jul92, in full Aeroflot c/s; see Tu-154 prototype c/n 69M002
91A876	CCCP-85701(2) 85701(2) UR-85701(2) UR-85701(2) UR-85701(2) RA-85837(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny Avialini. Ukrayiny Atlant Donbass Airlines Vladivostok Avia	mfd STR rgd DEL DXB rgd	05jul91 09apr92 10jan93 12apr95 feb97 27sep04	rgd 26jul94; f/n MST 22sep94; seen FRA 30jun99 and HAJ 21aug99 with extra titles 'International Space Station Press-Tour at Baikonur'; additional 'S7' titles and logo since may06; l/n DME 06sep08 in basic Sibir c/s, no titles or logo; f/n DME 29nov08; l/n operational DME 15aug09; seen OVB jan10/mar15, stored; broken up, by jun16 only the cockpit remained and had been transported to the Barnaul area of Altai Krai toc 04jul91; f/n SXF 25jul91, in full Aeroflot c/s; rgd 15aug91 with small additional Aeroflot titles below cheatline; seen KBP 07sep92; seen ATH nov92 no longer with additional Aeroflot titles f/n LHR 09feb93; l/n DXB 22nov99; canx 14mar01 l/n DME 08nov04; c/n from JP-02 white/grey c/s, 'Hemus' logo, registration painted out but 'HMY' visible l/n OVB 15feb13 in basic ex Yakutiya c/s, with titles and tail logo; l/n VKO 15oct13; last flight probably UFA-VKO 21oct13; broken up VKO jun14 toc 07jul91; rgd 02aug91; f/n MAN 03aug91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M001 still in Aeroflot c/s with titles and Ukrainian flag; l/n TAT 19nov92 f/n ZRH 04apr93 l/n SHJ 05dec95 with titles and tail emblem; l/n KBP 07jul99; in Avialiniy Ukrainy fleet list early 2001; canx 24sep03 named 'Khakasia' after the region around Abakan; the last Tu-154 operated by Vladivostok Avia; l/n VVO 19aug10, active; stored at VVO from 03sep10, offered for sale 17apr12; l/n jul20/nov24; see c/n 86A724 toc 18jul91; rgd 20sep91; f/n DME 16apr92; l/n KJA 01jul92, in full Aeroflot c/s; see Tu-154 prototype c/n 69M002
91A877	CCCP-85702(2) RA-85702(2) EP-ITK RA-85702(2) RA-85702(2) RA-85702(2) EP-MBV RA-85702(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Krasnoyarskavia Aeroflot KrasAir Iran Air Tour KrasAir Aviacon Zitotrans KrasAir Iran Air Tour KrasAir	mfd KJA trf KJA NSK SHJ rgd rgd rgd	15jul91 13jul93 04apr94 08jul94 jan96 08oct96 29oct99 07dec02 21may04	leased from KrasAir in basic ex Aeroflot c/s with tail logo and titles; l/n LCA 16aug97; leased from KrasAir from oct95 until mid 98 last overhaul completed 28aug01; l/n DME 08oct02; soc 21oct02 as leased to Iran f/n SHJ 27oct03; l/n DXB 28dec03 f/n YKS 01jul04; l/n as such PEK 23nov07; f/n in full AirUnion c/s HAJ 08jun08; l/n operational PEK 10oct08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 29,309 hours; stored at KJA, l/n oct09; still current on Russian register nov09; broken up toc 02aug91; photo exists on the production line at Samara; see Tu-154 prototype c/n 69M003 rgd 20sep91; f/n SXF oct91 l/n DME 07jul93; with small additional Aeroflot titles below the cheatline l/n FRA 01jun94 offered for lease on the internet nov05 but apparently not taken up; damaged 14may07 while being towed at Minsk when the right wing tip hit an excavator; l/n MSQ 01nov16/15apr19, stored
91A878	CCCP-85703(2) CCCP-85703(2) CCCP-85703(2) EW-85703(2) EW-85703(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan AFL/Belarus Belarussia AI Belarussia AI Belavia	mfd trf LEJ FRA TLV	31jul91 sep91 may92 26jul93 mid1994	rgd 26jul94; f/n MST 22sep94; seen FRA 30jun99 and HAJ 21aug99 with extra titles 'International Space Station Press-Tour at Baikonur'; additional 'S7' titles and logo since may06; l/n DME 06sep08 in basic Sibir c/s, no titles or logo; f/n DME 29nov08; l/n operational DME 15aug09; seen OVB jan10/mar15, stored; broken up, by jun16 only the cockpit remained and had been transported to the Barnaul area of Altai Krai toc 04jul91; f/n SXF 25jul91, in full Aeroflot c/s; rgd 15aug91 with small additional Aeroflot titles below cheatline; seen KBP 07sep92; seen ATH nov92 no longer with additional Aeroflot titles f/n LHR 09feb93; l/n DXB 22nov99; canx 14mar01 l/n DME 08nov04; c/n from JP-02 white/grey c/s, 'Hemus' logo, registration painted out but 'HMY' visible l/n OVB 15feb13 in basic ex Yakutiya c/s, with titles and tail logo; l/n VKO 15oct13; last flight probably UFA-VKO 21oct13; broken up VKO jun14 toc 07jul91; rgd 02aug91; f/n MAN 03aug91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M001 still in Aeroflot c/s with titles and Ukrainian flag; l/n TAT 19nov92 f/n ZRH 04apr93 l/n SHJ 05dec95 with titles and tail emblem; l/n KBP 07jul99; in Avialiniy Ukrainy fleet list early 2001; canx 24sep03 named 'Khakasia' after the region around Abakan; the last Tu-154 operated by Vladivostok Avia; l/n VVO 19aug10, active; stored at VVO from 03sep10, offered for sale 17apr12; l/n jul20/nov24; see c/n 86A724 toc 18jul91; rgd 20sep91; f/n DME 16apr92; l/n KJA 01jul92, in full Aeroflot c/s; see Tu-154 prototype c/n 69M002

91A879	CCCP-85704(2)	Tu-154M	Krasnoyarskavia	mfd	02aug91	toc 02aug91; rgd 20sep91; f/n DME 26sep91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M004		
	RA-85704(2)	Tu-154M	Aeroflot	DME	20mar93			
	RA-85704(2)	Tu-154M	KrasAir	trf	05apr94			
	RA-85704(2)	Tu-154M	Air AJT Internat.	LGW	19aug95			
	RA-85704(2)	Tu-154M	ex-Air AJT c/s	DUS	nov95			
	EP-LAV	Tu-154M	Kish Air	THR	mar97			
	RA-85704(2)	Tu-154M	KrasAir	DME	29jun98			
	EP-MCH	Tu-154M	Iran Air Tour	THR	14apr06			
	RA-85704(2)	Tu-154M	Zapolyarye	trf	jan09			
	91A880	CCCP-85705	Tu-154M	Sibavia	mfd		09aug91	toc 10aug91; rgd 26aug91; f/n OVB 01jul92, in full Aeroflot c/s
EP-ITB		Tu-154M	Iran Air Tour	ARN	mar94			
RA-85705		Tu-154M	Sibir	HAI	aug94			
EP-MAI		Tu-154M	Iran Air Tour	SVO	aut '96			
RA-85705		Tu-154M	Sibir	rgd	21nov97			
EP-MBH		Tu-154M	Iran Air Tour	lsd	06mar00			
RA-85705		Tu-154M	Sibir	rgd	30apr02			
EP-MCL		Tu-154M	Iran Air Tour	lsd	jan06			
91A881		CCCP-85706	Tu-154M	AFL/Magadan	mfd	19aug91	toc 09sep91 rgd 16sep91; f/n SXF 25oct91; still CCCP- 07jun93 l/n MSQ 08sep93, no flag on tail l/n MSQ 23apr11; seen MSQ 16aug12 being painted for preservation; l/n 02nov12 as such; replaced by EW-85581 and moved back to the airfield; l/n MSQ jul15/nov16, stored; reported scrapped may18 toc 02sep91; rgd 18sep91; opb Borispol'ski OAO; in full Aeroflot c/s; f/n SXF 27sep91; l/n KBP 07sep92 l/n operational IEV 22may04; stored with faded titles at KBP from 23jul04; offered for lease nov05; sold to Barrow Management of London; repaired for the ferry flight to Russia jan08; l/n KBP 25jan08; canx 06feb08 initially in basic Avialiniyi Ukrayiny c/s, registration without dash (painted on as 'URA85707' in the process of changing prefixes); ferried KBP-VKO 20feb08 and VKO-MRV 22feb08; l/n in its old c/s in ARZ-411 at MRV 04mar08; repainted in white/light grey c/s; f/f after overhaul 27dec08; offered for sale 13may09 with t/t 10,414 hours and 2,843 cycles to Barrow Management of London; version for 164 passengers; started revenue flights 27jul09; initially in white/light grey c/s with titles; l/n as such VKO 15sep09; seen in the process of painting in VARZ-400 18sep09; f/n in full c/s VKO 07nov09; t/t 12,253 hours and 3,362 cycles by 01jan11; l/n operational YKS 26jun13; sat wfu at MRV, seen dec13/sep16; scrapped at MRV nov17 (in the process of being scrapped 14nov17); canx between 23nov17 and 26dec17 in full Aeroflot c/s; toc 11sep91; rgd 22oct91; f/n DME 23feb92; l/n KJA 01jul92	
CCCP-85706		Tu-154M	AFL/Belarus	trf	sep91			
EW-85706	Tu-154M	Aeroflot	SNN	05jul93				
EW-85706	Tu-154M	Belavia	FRA	08nov93				
91A882	CCCP-85707	Tu-154M	Avialini. Ukrayiny	mfd	29aug91			
	UR-85707	Tu-154M	Avialini. Ukrayiny	KBP	17jun93			
	RA-85707	Tu-154M	no titles	KBP	07feb08			
91A883	CCCP-85708	Tu-154M	Krasnoyarskavia	mfd	30aug91	seen DME 07may95; in Aeroflot c/s, no titles l/n LED 06nov05; soc 20dec05 as leased to Iran c/n confirmed; leased from KrasAir; in basic KrasAir c/s with 'Iran Air Tour' titles; l/n SVO 01apr08; returned to Russia 03may08 seen KJA 15oct09, still in full KrasAir c/s; overhauled by the Aviakor factory at Samara-Bezmyanka (seen 06nov09) and retained as the overhaul was not yet been paid for by jul11 toc 19sep91; rgd 15oct91; opb Tolmachovski OAO; in full Aeroflot c/s; f/n STN 07may92; see c/n 85A709 still in full Aeroflot c/s including titles		
	85708	Tu-154M	Aeroflot	SVO	16may93			
	EP-ITJ	Tu-154M	Iran Air Tour	GOT	22dec93			
	RA-85708	Tu-154M	KrasAir	trf	05apr94			
	RA-85708	Tu-154M	KrasAir	IST	01sep95			
	EP-MCG	Tu-154M	Iran Air Tour	THR	31jan06			
	RA-85708	Tu-154M	KrasAir	UUS	29aug08			
	RA-85708	Tu-154M	Zapolyarye	trf	may09			
	91A884	CCCP-85709(2)	Tu-154M	Sibavia	mfd		09sep91	
		RA-85709(2)	Tu-154M	Sibavia	OVB		21apr93	
RA-85709(2)		Tu-154M	Sibir	trf	29dec94			
EP-ITM		Tu-154M	Iran Air Tour	ARN	19apr95			
RA-85709(2)		Tu-154M	Sibir	FRA	15sep96			
EP-MAK		Tu-154M	Iran Air Tour	THR	mar97			
RA-85709(2)		Tu-154M	Sibir	rgd	21dec00			
RA-85709(2)		Tu-154M	Atlant-Soyuz	rgd	15feb05			
91A885	CCCP-85710	Tu-154M	AFL/Ukraine-ODS	mfd	26sep91	l/n CTU nov91; l/n CTU 11apr00, operational c/n confirmed; f/n Samara-Bezmyanka 27jun02, partly painted; seen LED 29jul02, without titles; seen MLA 13aug02, with titles; l/n DUS 04aug06; see c/n 77A204 being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; l/n LED 04jul09/01jun10, stored; in the process of being scrapped 2127nov10; t/t 29,678 hours and 14,994 cycles toc 19oct91; rgd 30oct91; opb Tashkentski OAO; photo exists SKD		
	UR-85710	Tu-154M	Avialini. Ukrayiny	r/r	21jan93			
	RA-85710	Tu-154M	Aeroflot Rus. Al	rgd	26apr93			
	RA-85710	Tu-154M	Atlant	IST	aug94			
91A886	RA-85710	Tu-154M	Vladivostok Avia	rgd	24oct96	initially with additional Aeroflot titles behind the nose, seen as such VVO apr97; named 'Vladivostok'; 'Vladivostok Avia' titles worn both sides; f/n GMP 30nov96; l/n active ICN 16nov08; stored at VVO, l/n sep09; canx 16dec10; broken up f/n CTU nov91; l/n CTU 11apr00, operational c/n confirmed; f/n Samara-Bezmyanka 27jun02, partly painted; seen LED 29jul02, without titles; seen MLA 13aug02, with titles; l/n DUS 04aug06; see c/n 77A204 being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; l/n LED 04jul09/01jun10, stored; in the process of being scrapped 2127nov10; t/t 29,678 hours and 14,994 cycles toc 19oct91; rgd 30oct91; opb Tashkentski OAO; photo exists SKD		
	B-2624	Tu-154M	Sichuan Airlines	mfd	26sep91			
	RA-85204(2)	Tu-154M	Pulkovo Avia	rgd	10dec01			
	RA-85204(2)	Tu-154M	Rossiya Russian Al	ph.	20nov06			
	91A887	CCCP-85711	Tu-154M	AFL/Uzbekistan	mfd		11oct91	
		UK-85711	Tu-154M	Uzbekistan Airways	TAS		04apr93	
		UK-85711	Tu-154M	Pakistan Intl Aw	KHI		06dec96	
		85711	Tu-154M	Pakistan Intl Aw	KHI		14may97	
	91A888	UK-85711	Tu-154M	Uzbekistan Airways	TAS		23sep97	mfd given as 13dec91 in a sales offer; rgd 06feb92; in full Aeroflot c/s; f/n VKO 23feb92; seen VKO 16aug92; photo STN 15sep92 with additional large 'red cross' behind the forward entry door; operated flight "RED705/AFL2670" in white/light grey c/s with red cheatline in basic Lietuva c/s; l/n with titles VKO 30aug93; f/n without titles VKO 22aug95; l/n 29apr98; ALAK suspended operations in 1998 l/n SVO 10aug00 f/n SVO 20oct00; leased from Aviaexpresscruise; l/n SVO 27sep02 in basic Yakutsk Airlines c/s; l/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO jun05/sep08 in all-white c/s, no titles; l/n as such VKO 08nov08; last overhaul completed apr09, converted to a VIP aircraft for 41 passengers during the overhaul; seen ZIA 22aug09 and VKO 07nov09 with the serial number on the nose-wheel door only; offered for sale by Aero Asia in early 2010 with t/t 8,955 hours and 2,881 cycles to Parabola; entered into the operator's certificate of AeroRent 05feb10; in all-white c/s, initially without titles; f/n VKO 13may10; l/n without titles VKO 04jun10; f/n with titles VKO 13aug10; l/n ZIA 30aug13, stored still a VIP aircraft; in all-white c/s with titles; l/n VKO 30nov15; sold to the Russian MVD nov15; canx before mar16 opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; reported on russianplanes.net with the date 16may16; l/n DXB 20feb23; see c/ns 76A136 and 88A791 rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s; see c/n 85A713 l/n VKO 24aug97; not in 1998 fleet list; suspended operations in 1998; rgd 01dec98 to Kalex Finances Co l/n TAT 12jan99; soc and canx 04jun99 as to Georgia not in 2001 fleet list; seen in VARZ-400 oct00/jun05, stored; c/n re-checked 24jun05, no outer wings then; under overhaul jul06 VIP aircraft; in white/light blue c/s, no titles; l/n AMM 10may08 in white/light blue c/s, no titles; l/n TSE 24jun10 in white/light blue c/s, 'Kazakhstan' titles; seen ALA 02apr11 with roundels under the wing; l/n LED 31may19 in white/light blue c/s, 'Kazakhstan' titles and smaller 'Air Force' below the windows; l/n BEG 17nov24 rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s; l/n VKO 16aug92 l/n SVO 25jun95 leased to Holiday Airlines; '-85714' still visible on tail l/n VKO 29jun96 suspended operations in 1998; reported for Ayaks by early 1998 l/n MSQ 24sep99 f/n SHJ 03jan01, no titles; in fleet list dec00/sep01; l/n DME 21aug01; soc and canx 23aug01 as leased to Iran f/n DXB 19oct01; l/n THR 21may04, Omskavia c/s
		CCCP-85712	Tu-154M	ALAK	mfd		30sep91	
RA-85712		Tu-154M	Lietuva	KUN	10feb93			
RA-85712		Tu-154M	ALAK	VKO	17jul93			
RA-85712		Tu-154M	Aviaexpresscruise	VKO	19aug99			
RA-85712		Tu-154M	Yakutskie Avial.	rgd	04jul00			
RA-85712		Tu-154M	Aviaexpresscruise	DME	18aug03			
RA-85712		Tu-154M	Atlant-Soyuz	VKO	17sep08			
91A889		RA-85712	Tu-154M	AeroRent	rgd	25dec09	l/n SVO 10aug00 f/n SVO 20oct00; leased from Aviaexpresscruise; l/n SVO 27sep02 in basic Yakutsk Airlines c/s; l/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO jun05/sep08 in all-white c/s, no titles; l/n as such VKO 08nov08; last overhaul completed apr09, converted to a VIP aircraft for 41 passengers during the overhaul; seen ZIA 22aug09 and VKO 07nov09 with the serial number on the nose-wheel door only; offered for sale by Aero Asia in early 2010 with t/t 8,955 hours and 2,881 cycles to Parabola; entered into the operator's certificate of AeroRent 05feb10; in all-white c/s, initially without titles; f/n VKO 13may10; l/n without titles VKO 04jun10; f/n with titles VKO 13aug10; l/n ZIA 30aug13, stored still a VIP aircraft; in all-white c/s with titles; l/n VKO 30nov15; sold to the Russian MVD nov15; canx before mar16 opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; reported on russianplanes.net with the date 16may16; l/n DXB 20feb23; see c/ns 76A136 and 88A791 rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s; see c/n 85A713 l/n VKO 24aug97; not in 1998 fleet list; suspended operations in 1998; rgd 01dec98 to Kalex Finances Co l/n TAT 12jan99; soc and canx 04jun99 as to Georgia not in 2001 fleet list; seen in VARZ-400 oct00/jun05, stored; c/n re-checked 24jun05, no outer wings then; under overhaul jul06 VIP aircraft; in white/light blue c/s, no titles; l/n AMM 10may08 in white/light blue c/s, no titles; l/n TSE 24jun10 in white/light blue c/s, 'Kazakhstan' titles; seen ALA 02apr11 with roundels under the wing; l/n LED 31may19 in white/light blue c/s, 'Kazakhstan' titles and smaller 'Air Force' below the windows; l/n BEG 17nov24 rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s; l/n VKO 16aug92 l/n SVO 25jun95 leased to Holiday Airlines; '-85714' still visible on tail l/n VKO 29jun96 suspended operations in 1998; reported for Ayaks by early 1998 l/n MSQ 24sep99 f/n SHJ 03jan01, no titles; in fleet list dec00/sep01; l/n DME 21aug01; soc and canx 23aug01 as leased to Iran f/n DXB 19oct01; l/n THR 21may04, Omskavia c/s	
		RF-85136(3)	Tu-154M	Rosgvardiya	CKL	15jul16		
	CCCP-85713(2)	Tu-154M	ALAK	mfd	oct91			
	RA-85713(2)	Tu-154M	ALAK	SHJ	10apr93			
	RA-85713(2)	Tu-154M	Ayaks	TAT	02jan99			
	4L-85713(2)	Tu-154M	Georgian Airlines	VKO	mar00			
	UN-85713(2)	Tu-154M	Berkut	LYS	04feb07			
	UP-T5401	Tu-154M	Kaz Air Jet	BTS	12jul08			
	UP-T5401	Tu-154M	Kazakh Government	KBP	15sep10			
	91A890	UP-T5401	Tu-154M	Kazakh Air Force	LED	14may20		l/n SVO 25jun95 leased to Holiday Airlines; '-85714' still visible on tail l/n VKO 29jun96 suspended operations in 1998; reported for Ayaks by early 1998 l/n MSQ 24sep99 f/n SHJ 03jan01, no titles; in fleet list dec00/sep01; l/n DME 21aug01; soc and canx 23aug01 as leased to Iran f/n DXB 19oct01; l/n THR 21may04, Omskavia c/s
CCCP-85714		Tu-154M	ALAK	mfd	26dec91			
RA-85714		Tu-154M	ALAK	VKO	21may93			
TC-RAD		Tu-154M	ALAK	AMS	21jul95			
TC-RAD		Tu-154M	Holiday c/s, n/t	TXL	28jul95			
TC-RAD		Tu-154M	Holiday	TXL	05aug95			
RA-85714		Tu-154M	blue c/l, n/t	AGP	19nov97			
RA-85714		Tu-154M	ALAK	TAT	03jan98			
4L-AAF		Tu-154M	Aviaexpresscruise	LHR	25sep98			
RA-85714		Tu-154M	Omskavia	rgd	07dec00			
91A890	EP-MHZ	Tu-154M	Mahan Air	rgd	07oct01			

	RA-85714	Tu-154M	Omskavia	rgd	12jul04	f/n AYT 01aug04; leased to KrasAir in full Omskavia c/s, seen KJA 16jun06/27aug07; operator's certificate of Omskavia revoked 05oct08; l/n stored at KJA jun09/jul10; still current on register nov09; broken up KJA rgd 23dec91; f/n MRV 30dec91, in full Aeroflot c/s; on charge as of 01jan92
91A891	CCCP-85715	Tu-154M	KavMinVody Avia	mfd	27nov91	f/n LUX 29sep92
	RA-85715	Tu-154M	KavMinVody Avia	LUX	29sep92	27aug94
	EP-LAI	Tu-154M	Kish Air	SNN	26may95	rolled out this date; CoFR renewal 21nov95
	RA-85715	Tu-154M	Aeroflot	SNN	23sep95	was in basic KavMinVody Avia c/s
	EP-MAF	Tu-154M	KavMinVody Avia	ALA	23may96	leased from KavMinVody Avia
	EP-BOM	Tu-154M	Iran Air Tour	no	reports	f/n SVO 24oct98; in basic ex KavMinVody Avia c/s with Iran Air Tour titles; l/n SVO 23aug99; leased from KavMinVody Avia until 21aug01
	EP-MAX	Tu-154M	Bon Air	lsd	22aug98	f/n SVO 12aug01; seen STW 24aug11, active; l/n MRV sep11/nov14, stored; broken up at MRV aug15; canx before apr16
	RA-85715	Tu-154M	Iran Air Tour	rgd	25apr01	toc 29nov91; rgd 10jan92; f/n SZG 15nov92, in full Aeroflot c/s
	91A892	CCCP-85716	Aerovolga	mfd	29nov91	seen PEK 30oct93 with additional small 'China Xinjiang' titles below the cheatline
	RA-85716	Tu-154M	Aeroflot	SHJ	24mar93	f/n PRG jun95
	RA-85716	Tu-154M	Aerovolga	trf	24nov94	leased from Aerovolga; l/n PMI 05dec95
	RA-85716	Tu-154M	Georgia Air Prague	PRG	28jun95	l/n PEK 23may98; CoFR renewal 12may99
	RA-85716	Tu-154M	Aerovolga	PEK	16oct96	l/n KUF 07jul04
	RA-85716	Tu-154M	Samara	KUF	11aug01	leased from Samara; f/n SYZ 03sep06 in all-white c/s; l/n THR 25mar08
	EP-MCI	Tu-154M	Iran Air Tour	trf	may06	in full AirUnion c/s with small 'Samara' titles; operator's certificate revoked 30sep08
	RA-85716	Tu-154M	Samara	DME	23jul08	in basic AirUnion c/s, no titles; l/n KJA 07jul11
	RA-85716	Tu-154M	Continent	VKO	06jan11	in basic AirUnion c/s, with titles; l/n NOZ mar14/nov24, stored
	RA-85716	Tu-154M	Aero Rent	KJA	01aug11	f/n CTU may92; l/n CTU 11apr00
	B-2625	Tu-154M	Sichuan Airlines	mfd	29nov91	see c/n 76A171; f/n CDG 14apr02; seen GVA 13jan07 with additional 'Rossiya' titles; l/n LGW 15apr07
	RA-85171(2)	Tu-154M	Pulkovo Avia	rgd	10dec01	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n LED 01jun10, wfu; broken up nov10; t/t 30,565 hours and 15,378 cycles
	RA-85171(2)	Tu-154M	Rossiya Russian Al	ADB	01jun07	rgd feb92; f/n PEK 26sep92; l/n active CTU 11apr00; l/n in the 'Aviakor' factory at Samara 11aug01
	92A894	B-2626	Sichuan Airlines	mfd	10feb92	f/f 26dec01; f/n AMS 28dec01; l/n LED 07jul06; w/o 22aug06 on a flight from Anapa to St. Petersburg when climbed to the maximum allowed altitude with the given weight (FL 390) in order to out-climb a heavy thunderstorm, was thrown up from 11.961 metres to 12.794 metres within 10 seconds by severe turbulence, entered a deep stall due to uncoordinated action of the crew (the airspeed dropped from 350 km/h to 0 during these 10 seconds while the AoA reached 46 degrees), entered a flat spin and crashed in the steppe near Sukhaya Balka (40 km north-west of Donetsk, at N48°19'58" E37°44'48"), all 10 crew and 160 passengers killed; t/t 24,215 hours and 12,716 cycles; see c/n 76A185
	RA-85185(2)	Tu-154M	Pulkovo Avia	rgd	10dec01	c/n confirmed; reg applied (photo in newspaper 'Estonia' 10dec91) but not taken up
	91A895	ES-AAC	ELK Estonian	mfd	06dec91	c/n confirmed; f/n MLA 23oct92; l/n RIX 10sep93
	CCCP-85740	Tu-154M	ELK Estonian	rgd	05feb92	believed not taken up or painted as such
	ES-LAI	Tu-154M	Baltic Expr Line	no	reports	f/n SHJ 28oct93; l/n RIX 22aug96; canx 15jan97
	YL-LAI	Tu-154M	Baltic Expr Line	rgd	22oct93	stored without registration; seen again as YL-LAI PTG 14nov97 for refurbishment prior to Air Pass service
	--	Tu-154M	Baltic Expr Line	TLL	03aug97	l/n PTG 07feb98
	3D-RTP	Tu-154M	Air Pass	dec97		legal TL- registration !; seen LHR 28dec98; l/n RKT 16mar00; reported without titles since 09apr00; seen RKT 28apr00 being repainted and noted as TD-RTP, part of its old registration 3D-RTP showing under the paint
	TL-ACF	Tu-154M	Centrafrican	DXB	sep98	f/n RKT 14oct00; l/n MCT 10jun01; canx 22jun01, see next line !
	ER-TAG	Tu-154M	Moldtransavia MTA	rgd	11sep00	basic MTA c/s; l/n FRA 03oct01
	LZ-LTV	Tu-154M	Balkan	FRA	20jun01	basic MTA c/s; l/n BRQ sep02; l/n KIV jul03, stored without any markings
	LZ-LTV	Tu-154M	Albanian Airlines	ZRH	aug02	c/n confirmed by JP-05; no titles, reported for Regional Int'l Air Services (Rwanda); temporarily to RA-85479(2) ? see next line
	9XR-DU	Tu-154M	Centrafrican c/s	VKO	16jan04	ex RA-85479(2) with unknown c/n ?; VIP aircraft, presented in new c/s 20jun05; last CoFR 15jun06; first Russian civil aircraft with GLONASS GPS system (installed by VARZ-400 jul07); t/t 4,696 hours and 1,924 cycles by 01jul08; seen LTN 04nov10; Atlant-Soyuz ceased operations 18jan11; l/n VKO aug12/12sep18, stored; canx 17oct19; seen VKO 24aug23 on the apron near VARZ-400 partially disassembled; transported and reassembled at the Moskino Moviepark (N55.41886 E37.25269) and seen there 21apr24, still in Atlant Soyuz c/s; later repainted in all-white c/s without registration; l/n as such 01oct24
	RA-85740	Tu-154M	Atlant-Soyuz	VKO	20jun05	believed not taken up or painted as such
	91A896	ES-AAD	ELK Estonian	mfd	dec91	f/n RIX jun92; l/n LPA 30oct93
	CCCP-85741	Tu-154M	ELK Estonian	rgd	05feb92	f/n ZRH jul94; in full ELK c/s with additional small Air Moravia titles and logo; l/n FRA 08jul95 as such; seen TLL 04aug97 stored, was reported for Air Cess
	ES-LTR	Tu-154M	ELK Estonian	r/r	early94	l/n GVA 07sep99
	EW-85741	Tu-154M	Belavia	BCN	29aug98	f/n SXF 13jun00; l/n ZRH 12aug00
	ES-LTC	Tu-154M	ELK Airways	rgd	17may00	in basic Elk c/s with 'Belavia' titles; f/n FCO 29aug01; l/n SZG 03jan04
	EW-85741	Tu-154M	Belavia	ret	unknown	l/n DXB 18apr04
	EW-85741	Tu-154M	Shaheen Air Intl	DXB	26feb04	l/n CDG 03sep04
	EW-85741	Tu-154M	Belavia	WAW	04aug04	l/n DXB 05mar05
	EW-85741	Tu-154M	Shaheen Air Intl	AUH	19feb05	still in basic Elk c/s, l/n as such TRN 29jul06; seen BCN 26may07 in full Belavia c/s; seen LED 06nov16; l/n MSQ jul19, stored
	EW-85741	Tu-154M	Belavia	MSQ	21may05	rgd 10jan92; f/n VKO same date; seen VKO 08jul92; l/n PEK mar93 with Aeroflot titles and Soviet flag with large 'Tochikiston' titles over the emergency exit
	91A897	CCCP-85717	AFL/Tajikistan	mfd	dec91	initially with small titles behind the nose and 'Tochikiston' titles on the fuselage; Tajik Air was renamed Tajikistan Airlines; seen DME 23sep94; Tajik Air titles removed by 1995
	EY-85717	Tu-154M	Tajik Air	01apr93		in basic ex Aeroflot c/s with Tajikistan titles; l/n DME nov98; still in fleet list 30sep00
	EY-85717	Tu-154M	Tajikistan Al	LHR	05aug95	c/n confirmed; in basic Tajikistan c/s; l/n THR 13mar00
	EP-CPH	Tu-154M	Caspian Airlines	DXB	03apr99	c/n confirmed from JP-02; basic Tajikistan c/s; l/n SHJ 24nov02
	EP-EAA	Tu-154M	Aria Air	DXB	26mar01	in VARZ, reg from nose wheel door
	85717	Tu-154M	primer c/s	VKO	23aug03	in full c/s with Tajikistan titles; l/n IST 03mar07; repainted with Tajik Air titles, f/n DUS 23aug07; JSC Tajik Air was formed 30dec09; out of service 01mar12 according to an official document of assets dated 01jan18; l/n DYU 24jun14, stored
	EY-85717	Tu-154M	Tajikistan Al	SHJ	14oct03	reported ex CCCP-85898, not taken up; l/n ORY 17apr93
	91A898	SU-OAC	Cairo Char & Cargo	ORY	23may92	in basic ex Cairo Charter and Cargo c/s, with own logo and titles; l/n DXB 05mar00
	EP-JAZ	Tu-154M	Mahan Air	SVO	nov93	c/n confirmed also by VARZ; photo exists in basic ex Cairo Charter and Cargo c/s, no titles, with orange Caspian tail logo; repainted in white/blue c/s with titles; l/n THR 10nov08; stored THR jan12; l/n THR 30mar17, registration on top of the wings only
	EP-CPN	Tu-154M	Caspian Airlines	DXB	07oct00	reported ex CCCP-85899, not taken up; l/n STR 19dec92
	91A899	SU-OAD	Cairo Char & Cargo	FRA	13jun92	in fleet since end 1993; in modified ex Cairo Charter and Cargo c/s, with own logo and titles; f/n DXB 13mar97; l/n VKO 29jul00
	EP-ARG	Tu-154M	Mahan Air	rgd	01mar93	f/n VKO 07oct00; l/n DXB 29jan11; seen stored THR jan12; l/n THR aug17/nov18 at the Saha Air Training Centre
	91A900	CCCP-85718	AFL/Kyrgyzstan	mfd	jan92	c/n year given in the original handwritten Soviet register as 91; rgd 27feb92; f/n FRA 09apr92; l/n DME 02sep93
	EX-85718	Tu-154M	Kyrgyzstan Al	BRU	31may94	with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n HAJ 12aug00
	EX-85718	Tu-154M	Altyn Air	FRU	12jul02	l/n DME 01oct05
	EX-85718	Tu-154M	Kyrgyzstan Al	HAJ	29oct05	in full Altyn Air c/s with large 'Kyrgyzstan' titles plus small 'Altyn Air' titles on nose; l/n HAJ 03sep06; damaged 26sep06 during take-off run at Bishkek when the right wing hit the tail of USAF KC-135R s/n 63-8886 that just vacated the runway (about 2.7 m of the outer wing were ripped off), was able to become airborne, quickly turned 180 degrees and made an emergency landing in the opposite direction, no casualties (but the KC-135R caught fire and was dbr); new right wing (from VARZ-400) attached oct07; ferried to VARZ-400 for rework 17jan08; back into service may08; seen DME 10mar10 still in full Altyn Air c/s with large 'Kyrgyzstan' titles; for sale on internet jun12; l/n stored FRU 12oct18/may24 engineless
	91A901	CCCP-85719	AFL/Kazakhstan	mfd	14feb92	c/n year given in the original handwritten Soviet register and subsequent Russian canx register feb01 as 91; rgd 03mar92; f/n HAJ 13jul92
	UN-85719	Tu-154M	Aeroflot	ALA	22apr93	with Kazakhstan flag
	UN-85719	Tu-154M	Aeroflot c/s, n/t	BKK	27oct93	with Kazakhstan flag
	UN-85719	Tu-154M	Kazakstan Airlines	ZRH	17jan94	l/n ALA 03aug98; see trf date next line !
	UN-85719	Tu-154M	Air Kazakhstan	trf	26sep96	Almaty based; f/n ALA 13may99; l/n ALA 24sep99; mentioned in legal documents 1999/2000 with regards to ownership issues; ferried illegally ALA-VKO (to VARZ-400) 30mar00
	RA-85719	Tu-154M	MVM Trading	rgd	25oct00	canx 25nov00 as to Iran
	EP-LBS	Tu-154M	Kish Air	rgd	28oct00	not leased but bought; f/n DXB nov00; all titles removed by mid jan05, but full c/s again 11feb05; l/n KIH feb12/16may17, stored
	91A902	CCCP-85720	Krasnoyarskavia	mfd	31jan92	c/n year in all official documents given as 91; toc 20may92; rgd 16jun92; in full Aeroflot c/s; f/n KJA 01jul92
	EP-ITA	Tu-154M	Iran Air Tour	KJA	17feb93	not in fleet list by 28dec93
	RA-85720	Tu-154M	KrasAir	trf	05apr94	f/n KJA 12jun94, in Aeroflot c/s, no titles; l/n VNO may95
	RA-85720	Tu-154M	KrasAir	CGN	jul95	operated for Sibaviatrans; l/n HAJ 26jul98
	RA-85720	Tu-154M	ex KrasAir, n/t	HAJ	12jul97	l/n KJA 03jun01; last overhaul completed 18nov02; soc and canx 15jan03 as leased to Iran
	RA-85720	Tu-154M	KrasAir	DME	19aug99	f/n SHJ 11nov03
	EP-MBZ	Tu-154M	Iran Air Tour	rgd	04feb03	f/n DME 02sep04; in fleet list jan04; l/n FRA 20nov05
	RA-85720	Tu-154M	KrasAir	rgd	21may04	leased from KrasAir; in basic KrasAir c/s with 'Aria' titles, logo literally over 'KrasAir' logo; l/n DXB 26mar07
	RA-85720	Tu-154M	Aria Air	THR	07feb06	l/n operational PEK 15sep08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 27,140 hours, without engines; l/n KJA 15jun09; broken up
91A903	CCCP-85721(1)	Tu-154M	Aerovolga	mfd	feb92	c/n year in all official documents given as 91; toc 27feb92; rgd 03mar92; see c/n 87A751; soc 17mar93 and canx 01apr93 after the accident, see below

	EP-ITD	Tu-154M	Iran Air Tour	THR	08feb93	w/o 08feb93 on a flight from Tehran-Mehrabad to Mashhad, after taking off from runway 29R the Tu-154M collided with a Su-24MK of the Iranian Air Force which was on a VFR approach to runway 29L, both aircraft crashed 15 km from the airport, all 12 crew and 119 passengers plus both pilots of the Su-24MK killed c/n year in all official documents given as 91; toc 25feb92; rgd 12mar92
91A904	CCCP-85722 RA-85722 RA-85722 EP-ARH RA-85722 EP-BOJ RA-85722 EP-MAU RA-85722 EX-00002	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	KavMinVody Avia Aeroflot Kish Air Mahan Air not reported KavMinVody Avia Bon Air KavMinVody Avia Iran Air Tour KavMinVody Avia Kyrgyzstan	mfd KUF THR no SNN SNN THR no DXB rgd trf	18feb92 21apr93 apr93 reports 06oct95 14oct95 19mar97 reports 20nov99 23oct00 31jan07	registration from JP-95 arrived for painting l/n MRV 15may96 leased from KavMinVody Avia soc may98 as leased to Iran in fleet since at least sep99; l/n THR 13mar00 f/n SHJ 27nov00; last overhaul completed in 2000; l/n SHJ 03jan07 donated by the Russian Government to the Kyrgyz Government; painted up by ARZ-411 jan07; arrived FRU 22feb07; f/n LED 08jun07; l/n DME 16sep09, active; seen FRU oct14/oct24, wfu (N43.052407 E74.482366) c/n year given in the original handwritten Soviet register as 91, but in subsequent Russian registers and other official documents as 92; toc 31mar92; rgd 06apr92; f/n DME 03jun92, in full Aeroflot c/s
92A905	CCCP-85723 RA-85723 RA-85723 HA-LGB RA-85723	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aerovolga Aeroflot Samara Atlant Hungary Samara	mfd IST trf KUF	30mar92 21jun93 24nov94 07dec00 28jun02	f/n SZG 06jun95; l/n SVO 22aug01 allocated but never delivered and expired 07jun01 in Samara fleet list 31jan01; seen in VARZ-400 at VKO 04jun10 with 'Domodedovo' logo; operator's certificate revoked 30sep08; sat wfu in VARZ-400, f/n 08aug10, without wings by 20aug11, l/n 20nov11; scrapped by VARZ-400 at VKO 24nov11 c/n year given in the original handwritten Soviet register as 91, but in subsequent Russian registers and other official documents as 92; rgd 08may92; opb Vnukovskoye PO; f/n VKO 05jun92; l/n DME 02sep93; canx 10feb94 as to Belarus l/n MSQ 12may96 in basic Belavia c/s; f/n HAJ dec96; l/n DME 19aug99; CoFR renewal 24sep99 in basic Belavia c/s; f/n DXB 01mar00; l/n DXB 25may01; EP-TQN was reported DXB 17mar01 probably in error for this registration in basic Belavia c/s, no titles f/n DME 25jun02; leased from Chelyabinsk Avia 15jun01/31dec04; in basic Belavia c/s, small titles by the nose; l/n OVB 28oct04 in basic Chelyabinsk Avia c/s, no logo; carried additional 'S7' titles and logo from jun06; l/n HAJ 24nov07 in striking bright green c/s with medium green belly and side-mounted engines, with 'www.s7.ru' titles and large 'S7' logo; left the paint shop at BKA in late feb08; new CoFR issued 16sep08; excluded from the operator's certificate 18nov08; CoFA expired 01jun09; t/t 23,507 hours and 9,467 cycles; sat wfu at OVB (with titles and logo painted out), seen oct09/may18; canx 10nov16; scrapped at OVB jul18 c/n year given in the original handwritten Soviet register as 91, but in subsequent Russian registers and other official documents as 92; rgd 08may92; f/n VKO 08jul92; l/n VKO 08sep93; canx 10feb94 as to Belarus l/n MSQ 12may96 f/n DME 20aug97; in basic ex Belavia c/s with badge and titles by the nose; CoFR renewal 26feb99; l/n HAJ 12aug00 in all-white c/s with grey undersides; l/n DXB mar02 with dark blue tail with small 'Enkor' titles on nose; f/n DME 05jun02; l/n OVB 28oct04 with dark blue tail, no logo; l/n DME 18apr06, as such; carried additional 'S7' logo and titles since may06; l/n MUC 02jan08 in new c/s, striking bright green with medium green belly and side-mounted engines, large 'S7' logos and 'www.s7.ru' titles; last flight 10nov08 (KJA-OVB); seen OVB 01mar09, stored in basic S7 Airlines c/s, initially without titles; seen with titles NSK 10aug09; l/n DME 16aug10 in basic S7 Airlines c/s, with large 'KMV' titles; l/n stored MRV 28sep11 still in basic S7 c/s with South East titles and 'SE' on the tail; stored at MRV by jan12; broken up at MRV; canx before apr16 rgd 08may92; f/n STN 28mar93 with large 'Liana' titles; see c/n 86A725 operated for Macedonia Air Service, leased from Air Kona still in basic ex Liana C/S trf 27sep94; carried large 'MALS' titles; l/n as such VKO 25may96; reported for Chukotavia sep98; damaged at an unknown date when suffered a tail-strike at VKO during an excessively nose-up landing; repaired; l/n VKO 20aug99 suggested re-registered so that superstitious pilots would not guess they were flying a previously damaged and 'unlucky' (or perhaps even unsafe !) aircraft (cf. the case of Trans World Airlines Boeing 707-331B N776TW which was blown up by terrorists in Damascus in 1969, repaired and re-registered N28714 so that pilots would not know they were flying 'the blasted one'); f/n SVO 26feb00; l/n in VARZ-400 21aug01/20aug02 f/n HEL 28mar03; offered for lease on the internet nov05; seen HAJ 03dec06 with additional 'Rossiya' titles; l/n BUD 07may07 l/n DME 30oct09 active; seen LED 01jun10/oct10, wfu still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/apr18, stored; was finally canx between 20jul18 and 24aug18 rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 and 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
92A907	CCCP-85725 EW-85725 RA-85725 EP-MHB RA-85725 RA-85725 RA-85725 RA-85725 RA-85725 RA-85725	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Belavia Chelyabinsk Avia Belavia Chelyabinsk Avia Qeshm Air Chelyabinsk Avia Enkor Siber S7 Airlines Zapolyarye KavMinVody Avia South East	mfd VKO trf DXB rgd DME DME NSK MRV VKO	24apr92 16jul94 02oct96 28nov00 24may02 09apr05 17feb08 09jul09 26dec10 16oct11	in new c/s, striking bright green with medium green belly and side-mounted engines, large 'S7' logos and 'www.s7.ru' titles; last flight 10nov08 (KJA-OVB); seen OVB 01mar09, stored in basic S7 Airlines c/s, initially without titles; seen with titles NSK 10aug09; l/n DME 16aug10 in basic S7 Airlines c/s, with large 'KMV' titles; l/n stored MRV 28sep11 still in basic S7 c/s with South East titles and 'SE' on the tail; stored at MRV by jan12; broken up at MRV; canx before apr16 rgd 08may92; f/n STN 28mar93 with large 'Liana' titles; see c/n 86A725 operated for Macedonia Air Service, leased from Air Kona still in basic ex Liana C/S trf 27sep94; carried large 'MALS' titles; l/n as such VKO 25may96; reported for Chukotavia sep98; damaged at an unknown date when suffered a tail-strike at VKO during an excessively nose-up landing; repaired; l/n VKO 20aug99 suggested re-registered so that superstitious pilots would not guess they were flying a previously damaged and 'unlucky' (or perhaps even unsafe !) aircraft (cf. the case of Trans World Airlines Boeing 707-331B N776TW which was blown up by terrorists in Damascus in 1969, repaired and re-registered N28714 so that pilots would not know they were flying 'the blasted one'); f/n SVO 26feb00; l/n in VARZ-400 21aug01/20aug02 f/n HEL 28mar03; offered for lease on the internet nov05; seen HAJ 03dec06 with additional 'Rossiya' titles; l/n BUD 07may07 l/n DME 30oct09 active; seen LED 01jun10/oct10, wfu still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/apr18, stored; was finally canx between 20jul18 and 24aug18 rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 and 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
92A908	RA-85726(1) LZ-MNA LZ-MNA RA-85726(1)	Tu-154M Tu-154M Tu-154M Tu-154M	Liana no titles Macedonia AS Mals Deoghar	mfd ZRH RJK VKO	29apr92 27jun93 17jul93 11jul94	operated for Macedonia Air Service, leased from Air Kona still in basic ex Liana C/S trf 27sep94; carried large 'MALS' titles; l/n as such VKO 25may96; reported for Chukotavia sep98; damaged at an unknown date when suffered a tail-strike at VKO during an excessively nose-up landing; repaired; l/n VKO 20aug99 suggested re-registered so that superstitious pilots would not guess they were flying a previously damaged and 'unlucky' (or perhaps even unsafe !) aircraft (cf. the case of Trans World Airlines Boeing 707-331B N776TW which was blown up by terrorists in Damascus in 1969, repaired and re-registered N28714 so that pilots would not know they were flying 'the blasted one'); f/n SVO 26feb00; l/n in VARZ-400 21aug01/20aug02 f/n HEL 28mar03; offered for lease on the internet nov05; seen HAJ 03dec06 with additional 'Rossiya' titles; l/n BUD 07may07 l/n DME 30oct09 active; seen LED 01jun10/oct10, wfu still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/apr18, stored; was finally canx between 20jul18 and 24aug18 rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 and 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
	RA-85832	Tu-154M	Air AJT Internat.	rgd	04oct99	suggested re-registered so that superstitious pilots would not guess they were flying a previously damaged and 'unlucky' (or perhaps even unsafe !) aircraft (cf. the case of Trans World Airlines Boeing 707-331B N776TW which was blown up by terrorists in Damascus in 1969, repaired and re-registered N28714 so that pilots would not know they were flying 'the blasted one'); f/n SVO 26feb00; l/n in VARZ-400 21aug01/20aug02 f/n HEL 28mar03; offered for lease on the internet nov05; seen HAJ 03dec06 with additional 'Rossiya' titles; l/n BUD 07may07 l/n DME 30oct09 active; seen LED 01jun10/oct10, wfu still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/apr18, stored; was finally canx between 20jul18 and 24aug18 rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 and 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
	RA-85832	Tu-154M	Pulkovo Avia	rgd	11feb03	f/n HEL 28mar03; offered for lease on the internet nov05; seen HAJ 03dec06 with additional 'Rossiya' titles; l/n BUD 07may07 l/n DME 30oct09 active; seen LED 01jun10/oct10, wfu still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/apr18, stored; was finally canx between 20jul18 and 24aug18 rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 and 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
	RA-85832	Tu-154M	Rossiya Russian Al	BCN	30jun07	l/n DME 30oct09 active; seen LED 01jun10/oct10, wfu still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/apr18, stored; was finally canx between 20jul18 and 24aug18 rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 and 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
	RA-85832	Tu-154M	Continent n/t	DME	20aug11	l/n DME 30oct09 active; seen LED 01jun10/oct10, wfu still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/apr18, stored; was finally canx between 20jul18 and 24aug18 rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 and 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
92A909	CCCP-85727 ES-LTP RA-85727	Tu-154M Tu-154M Tu-154M	ELK Estonian ELK Estonian UTair	mfd CPT rgd	18apr92 22nov93 15apr03	seen VKO 21jun02 and 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
92A910	CCCP-85728 RA-85728 RA-85728 RA-85728 RA-85728	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Avialin. Dagestana Avialin. Dagestana Alrosa Aviakomp. Vityaz	mfd trf VKO rgd	15may92 01apr94 20aug99 12feb02	rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
92A911	CCCP-85729 4K-85729	Tu-154M Tu-154M	Aviakomp. Vityaz Azerbaijan Gvt	mfd LHR	apr92 22feb94	f/n VKO 18feb02; l/n TOF 21oct13; seen MJZ 18jul16/04jun21, stored rgd 10jun92; soc and canx 31may93 as to Azerbaijan with 'Azerbaijan' and additional 'AHY' titles; l/n with additional 'AHY' titles 20jul98; reportedly on loan to Afghan Gvt nov05/may06; named 'Shamakh' after a medieval fortress on the territory of current Azerbaijan; seen SVX 25nov12; l/n GYD oct15, stored rgd 10jun92; f/n KJA 01jul92, in full Aeroflot c/s
	4K-85729	Tu-154M	Azerbaijan Al	KBL	18feb08	named 'Shamakh' after a medieval fortress on the territory of current Azerbaijan; seen SVX 25nov12; l/n GYD oct15, stored rgd 10jun92; f/n KJA 01jul92, in full Aeroflot c/s
92A912	CCCP-85730 RA-85730 RA-85730 EP-EKA	Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Aeroflot Omskavia Eram Air	mfd KJA trf i/s	15may92 13jul93 05jun94 17dec05	f/n GVA 20dec95; last overhaul completed 29may02; l/n HAJ 11jun05; soc 18nov05 as to Iran c/n confirmed by JP; Isf Omskavia; in basic Omskavia c/s with 'Eram Air' titles and logo; f/n THR 04feb06; wfu 13may08; l/n as such THR 29may08; seen KJA 08jul08 with serial overpainted; offered for sale by Omskavia 09feb09 with t/t 22,165 hours and 9,562 cycles, without engines; believed scrapped about 2013 toc 27may92; rgd 08jun92; f/n DME 16aug92, in full Aeroflot c/s; CoFR renewal 12apr93; l/n KUF 25apr93 in Aeroflot c/s and titles f/n SZG 31may95; l/n KUF 19may96; soc 08may97 as to Iran leased from Samara, in basic ex Aeroflot c/s with Kish Air titles f/n IST 13jan99 leased from Samara; l/n DXB 30mar00 under arrest 19sep00 according to Russian canx register mar03; seen KUF 27jun02; seen MRV 10dec05 (on delivery from ARZ) in AirUnion c/s; operator's certificate revoked 30sep08; seen DME aug09/apr18, stored; t/t 16,758 hours and 7,203 cycles toc 12may92; rgd 10jun92; soc and canx 10sep93 as to Azerbaijan l/n SHJ 03apr98, small titles only in white c/s with blue tail; carried additional small 'Russian Sky' titles on nose since jun05; l/n as such GYD 26apr07; seen ALA 14jun08 without those titles; l/n GYD 15may11/09feb12, wfu; no longer visible on Google Earth apr13, so probably broken up toc 01jul92; rgd 09jul92
92A913	CCCP-85731 RA-85731 RA-85731 EP-LAX RA-85731 EP-LBH RA-85731	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aerovolga Aerovolga Samara Kish Air Samara Kish Air Samara	mfd DME trf DXB ret unknown THR KUF	27may92 06sep93 24nov94 10sep97 12jul99 11aug01	f/n GVA 20dec95; last overhaul completed 29may02; l/n HAJ 11jun05; soc 18nov05 as to Iran c/n confirmed by JP; Isf Omskavia; in basic Omskavia c/s with 'Eram Air' titles and logo; f/n THR 04feb06; wfu 13may08; l/n as such THR 29may08; seen KJA 08jul08 with serial overpainted; offered for sale by Omskavia 09feb09 with t/t 22,165 hours and 9,562 cycles, without engines; believed scrapped about 2013 toc 27may92; rgd 08jun92; f/n DME 16aug92, in full Aeroflot c/s; CoFR renewal 12apr93; l/n KUF 25apr93 in Aeroflot c/s and titles f/n SZG 31may95; l/n KUF 19may96; soc 08may97 as to Iran leased from Samara, in basic ex Aeroflot c/s with Kish Air titles f/n IST 13jan99 leased from Samara; l/n DXB 30mar00 under arrest 19sep00 according to Russian canx register mar03; seen KUF 27jun02; seen MRV 10dec05 (on delivery from ARZ) in AirUnion c/s; operator's certificate revoked 30sep08; seen DME aug09/apr18, stored; t/t 16,758 hours and 7,203 cycles toc 12may92; rgd 10jun92; soc and canx 10sep93 as to Azerbaijan l/n SHJ 03apr98, small titles only in white c/s with blue tail; carried additional small 'Russian Sky' titles on nose since jun05; l/n as such GYD 26apr07; seen ALA 14jun08 without those titles; l/n GYD 15may11/09feb12, wfu; no longer visible on Google Earth apr13, so probably broken up toc 01jul92; rgd 09jul92
92A914	CCCP-85732 4K-85732 4K-85732	Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Improtex Imair	mfd SHJ DME	may92 aug94 07jul98	l/n SHJ 03apr98, small titles only in white c/s with blue tail; carried additional small 'Russian Sky' titles on nose since jun05; l/n as such GYD 26apr07; seen ALA 14jun08 without those titles; l/n GYD 15may11/09feb12, wfu; no longer visible on Google Earth apr13, so probably broken up toc 01jul92; rgd 09jul92
92A915	CCCP-85733 RA-85733 RA-85733 EP-MAL RA-85733 RA-85733 RA-85733	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Northern-MMK Aeroflot Murmansk Airlines Iran Air Tour Murmansk Airlines Murmansk Airlines TyumenAviaTrans	mfd SVO trf THR SVO OST rgd	30jun92 19mar93 22nov94 mar97 19aug97 02apr98 22mar01	l/n SVO 21aug95, in Aeroflot c/s and titles leased from Murmansk Airlines in Aeroflot c/s, no titles; l/n SVO 25aug97 CoFR renewal 10jul00; l/n LED 20oct00 f/n VKO 05sep01; l/n VKO 20aug02; named 'Antonina Grigoryevna'; coat-of-arms of city of Yugra (Tyumen region) on fin named 'Antonina Grigoryevna'; Yugra coat-of-arms on fin; f/n SGC 25aug03; l/n TJM jul12/may13 stored; broken up aug14 f/n IST 19nov92; see c/n 86A734 named 'Shusha'; f/n DEL 15may93; repainted in white/grey c/s with blue cheatline and trim by 2005, now with 'Azerbaijan' titles and 'AZAL' logo on fin; l/n GYD 09feb12 rgd 07jul92; canx 04aug92 as to China; toc 04jan93 (presumably just 'on paper'); soc 25dec96 as to China, see next line still had '85733' on the nose-wheel door; f/n PEK 09nov92; wfu apr95; stored at CKG, seen may97/feb03 in new c/s; l/n active LED 17may09; t/t 16,119 hours and 6,870 cycles by 01jan10; stored at SVO, seen jun10/sep10; ferried SVO-CKL 30oct10; l/n CKL 02nov10, see trf date below opb 3 oase on at Chkalovski; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n DME 13feb11; l/n OVB 10jul15, see rgd date below opb 3 oase on at Chkalovski
	RA-85733	Tu-154M	UTair	rgd	25dec02	l/n SVO 21aug95, in Aeroflot c/s and titles leased from Murmansk Airlines in Aeroflot c/s, no titles; l/n SVO 25aug97 CoFR renewal 10jul00; l/n LED 20oct00 f/n VKO 05sep01; l/n VKO 20aug02; named 'Antonina Grigoryevna'; coat-of-arms of city of Yugra (Tyumen region) on fin named 'Antonina Grigoryevna'; Yugra coat-of-arms on fin; f/n SGC 25aug03; l/n TJM jul12/may13 stored; broken up aug14 f/n IST 19nov92; see c/n 86A734 named 'Shusha'; f/n DEL 15may93; repainted in white/grey c/s with blue cheatline and trim by 2005, now with 'Azerbaijan' titles and 'AZAL' logo on fin; l/n GYD 09feb12 rgd 07jul92; canx 04aug92 as to China; toc 04jan93 (presumably just 'on paper'); soc 25dec96 as to China, see next line still had '85733' on the nose-wheel door; f/n PEK 09nov92; wfu apr95; stored at CKG, seen may97/feb03 in new c/s; l/n active LED 17may09; t/t 16,119 hours and 6,870 cycles by 01jan10; stored at SVO, seen jun10/sep10; ferried SVO-CKL 30oct10; l/n CKL 02nov10, see trf date below opb 3 oase on at Chkalovski; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n DME 13feb11; l/n OVB 10jul15, see rgd date below opb 3 oase on at Chkalovski
92A916	85734(1) 4K-85734(1)	Tu-154M Tu-154M	Azerbaijan Al Azerbaijan Al	rgd rgd	20aug92 28dec92	l/n SVO 21aug95, in Aeroflot c/s and titles leased from Murmansk Airlines in Aeroflot c/s, no titles; l/n SVO 25aug97 CoFR renewal 10jul00; l/n LED 20oct00 f/n VKO 05sep01; l/n VKO 20aug02; named 'Antonina Grigoryevna'; coat-of-arms of city of Yugra (Tyumen region) on fin named 'Antonina Grigoryevna'; Yugra coat-of-arms on fin; f/n SGC 25aug03; l/n TJM jul12/may13 stored; broken up aug14 f/n IST 19nov92; see c/n 86A734 named 'Shusha'; f/n DEL 15may93; repainted in white/grey c/s with blue cheatline and trim by 2005, now with 'Azerbaijan' titles and 'AZAL' logo on fin; l/n GYD 09feb12 rgd 07jul92; canx 04aug92 as to China; toc 04jan93 (presumably just 'on paper'); soc 25dec96 as to China, see next line still had '85733' on the nose-wheel door; f/n PEK 09nov92; wfu apr95; stored at CKG, seen may97/feb03 in new c/s; l/n active LED 17may09; t/t 16,119 hours and 6,870 cycles by 01jan10; stored at SVO, seen jun10/sep10; ferried SVO-CKL 30oct10; l/n CKL 02nov10, see trf date below opb 3 oase on at Chkalovski; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n DME 13feb11; l/n OVB 10jul15, see rgd date below opb 3 oase on at Chkalovski
92A917	CCCP-85735 B-2627 RA-85735 RA-85735 RF-85735	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Air Great Wall Aeroflot Russian MVD/VV Russian MVD/VV	mfd rgd SVO h/o rgd	06jul92 1992 02apr05 28oct10 18feb11	still had '85733' on the nose-wheel door; f/n PEK 09nov92; wfu apr95; stored at CKG, seen may97/feb03 in new c/s; l/n active LED 17may09; t/t 16,119 hours and 6,870 cycles by 01jan10; stored at SVO, seen jun10/sep10; ferried SVO-CKL 30oct10; l/n CKL 02nov10, see trf date below opb 3 oase on at Chkalovski; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n DME 13feb11; l/n OVB 10jul15, see rgd date below opb 3 oase on at Chkalovski

	RF-85735	Tu-154M	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; f/n Samara-Bezmyanka 17dec16; underwent a technical assessment at Novokuznetsk in 2020 and was reportedly wfu as a result, but active according to flight trackers feb21; photo NOZ 02oct21; l/n GDX 01may24, active rgd 18aug92 trf 29aug95; l/n BCN 25jul98 probably as payment for debts; seen VKO jun/aug01, in Vnukovo Airlines c/s, wfu f/n DME 17oct02; initially in Vnukovo Airlines c/s with Sibir titles; f/n in full c/s DUS 29feb04; l/n DME 11oct04 l/n DME 03jun06 in full c/s, but see date below see l/n date above; carries add small 'Gromov Air' titles; named 'Yuri Morozov'; f/n DME 30jun06; l/n ZIA 19aug09 stored at VARZ, all-white c/s; l/n oct11; moved and seen stored in the middle of the airfield jun12/jun13; broken up by 20nov14 rgd sep92; '85736' on the nose wheel door; f/n PEK 29oct93; l/n SHA 13apr00 operational; seen KUF 11aug01 f/n LHR 13apr02; l/n MXP 29oct06 with additional 'Rossiya' titles; see c/n 76A187 in basic Pulkovo c/s; seen LED mar09/01jun10, stored; broken up dec10; t/t 27,408 hours and 14,127 cycles rgd 20aug92; in full Aeroflot c/s; f/n ZIA 16aug92; soc and canx 23feb93 as to Bulgaria leased from LII Zhukovski ?; l/n active VAR 09aug02; seen stored at VAR (N43.236431 E27.820433) may05, without serial and titles removed; canx 30jan07; l/n aug17/aug24, derelict rgd 18aug92; soc and canx 16dec94 as to Azerbaijan reported for Azerbaijan Airlines; l/n IST 13jul98 in VARZ-400 l/n DUS 27oct02 named 'Lachin'; initially in full 'Azerbaijani flag' c/s; l/n as such IST 27mar04; repainted in white/light grey c/s with blue cheatline and tail, with 'Azerbaijan' titles and 'AZAL' logo on fin; l/n as such NGO 16may05; operated for Turan Air to OVB 25may11; l/n SVX 13jan13; l/n GYD oct15/apr18, stored c/n in MGA document as 922; toc 05mar93 (presumably just on paper); soc 25dec96 as to China, see next line regarding f/n and c/n; see c/n 90A832 c/n was always reported as 925, c/n 922 was never reported on the Soviet and/or Russian register until 2005; '85765' on nose-gear door; f/n PEK 08nov92; stored at CKG, seen may97/feb03 in new c/s; l/n active VRN 04oct09; t/t 15,613 hours and 7,391 cycles by 01jan10; stored at SVO, l/n 24oct10; ferried SVO-CKL 30oct10; l/n SVO 01jan11, see trf date below; see c/n 76A135 opb 3 osae on at Chkalovski; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n CKL 14mar11; ferried to Aviakor for overhaul 19aug11; see rgd below opb 3 osae on at Chkalovski; last overhaul completed 16apr13; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; f/n CKL 20apr13; l/n IKT 22mar16 opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; f/n OVB 03aug16; l/n LED 10oct24 on charge as of 01jan93; rgd 29jul93; f/n DME 21may94, no titles; l/n DME 16may95 l/n MHD aug00; leased from Chita Avia f/n DME 03dec01; in basic Aeroflot c/s, white tail and no titles; l/n DME 12jul04 initially in basic Aeroflot c/s with white tail, no titles; f/n SVO 22aug04; l/n as such jul05; f/n in new c/s aug06; l/n active VKO 01nov08; seen stored VVO sep09/jun13, engineless; preserved at the 'Primorskoye Koltso' sports complex (N43.359142 E132.08246), f/n mar15; l/n sep22 c/n confirmed but registration out of sequence
92A918	CCCP-85736 RA-85736 RA-85736 RA-85736	Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Vnukovo Airlines East Line Sibir	mfd VKO rgd rgd	06aug92 15may95 14jun00 27aug02	
	RA-85736 RA-85736	Tu-154M Tu-154M	Atlant-Soyuz Moskoviya	VKO toc	24jun05 06may06	
	RA-85736	Tu-154M	no titles	VKO	03mar10	
92A919	B-2629	Tu-154M	Sichuan Airlines	mfd	30jun92	
	RA-85187(2) RA-85187(2)	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd LED	10dec01 17dec06	
92A920	CCCP-85737 LZ-MIV	Tu-154M Tu-154M	LII Zhukovski Varna Intl Air	mfd VAR	jun92 27jun93	
92A921	CCCP-85738 4K-85738 4K-85738 LZ-LCC 4K-85738	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Aeroflot c/s, n/t Azerbaijan Al Bulgarian Air Ch. Azerbaijan Al	mfd CDG VKO SXF BAK	jul92 04sep95 13jul00 26may01 18dec02	
92A922	RA-85765(1) B-2628 RA-85135(2) RA-85135(2) RF-85135(2) RF-85135(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Air Great Wall Aeroflot Rus. Al Russian MVD/VV Russian MVD/VV Rosgvardiya	mfd rgd SVO h/o rgd trf	30sep92 1992 09apr05 28oct10 18feb11 05apr16	
92A923	RA-85766 RA-85766 EP-MAP RA-85766 RA-85766	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Chita Avia Chita Avia Iran Air Tour Chita Avia Vladivostok Avia	mfd DME THR rgd rgd	26oct92 jul95 29mar97 20jul01 05aug04	
92A924	CCCP-85748 EW-85748 EW-85748	Tu-154M Tu-154M Tu-154M	Aeroflot Aeroflot Belavia	mfd FRA	07oct92 24may93 early94	
92A925	RA-85739 RA-85739 RA-85739 HA-LGD RA-85739 RA-85739 RA-85739 RA-85739 RA-85739	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Aerovolg Samara Atlant Hungary TyumenAviaTrans Samara Pulkovo Avia Rossiya Russian Al	mfd trf rgd res lsd KUF rgd rgd	28aug92 24nov93 26may99 ? 07dec00 07feb01 28jun02 18nov03 12oct06	
92A926	CCCP-85743 RA-85743 RA-85743 RA-85743 RA-85743 RA-85743 RA-85743 RA-85743	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Vnukovo Airlines Sibir Atlant-Soyuz Moskoviya all-white c/s, n/t	mfd VKO trf VKO rgd POR toc	31aug92 21may93 01aug94 02jun01 02apr01 07apr05 06may06 16oct09	
92A927	CCCP-85744 UN-85744 RA-85744 LZ-LTA LZ-LTA RA-85744 LZ-LTG	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Azamat Aeroflot c/s, n/t Aeroflot c/s, n/t Balkan Aeroflot c/s, n/t Balkan	mfd HAJ VKO CPH AMS ret VKO	08sep92 31may94 24aug97 20jun98 06jul98 unknown 19aug99	
	RA-85744	Tu-154M	Avialin. Dagestana	rgd	07apr08	
	RA-85744	Tu-154M	South East	VKO	17jan10	
92A928	RA-85745 RA-85745 EP-MAT EP-MHR RA-85745 RA-85745	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Meta Aviotr Maced Omskavia Iran Air Tour Mahan Air Omskavia Domodedovo Airl.	mfd rgd rgd rgd DME HAJ	30sep92 13nov97 10feb98 21apr03 20mar05 16jul05	
92A929	RA-85746 RA-85746 EP-LAD RA-85746 EP-BON RA-85746 EP-MAG EP-MAG RA-85746 EP-MAV RA-85746	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	KavMinVody Avia Kish Air Kish Air KavMinVody Avia Bon Air KavMinVody Avia Eco Air Iran Air Tour KavMinVody Avia Iran Air Tour KavMinVody Avia	mfd THR THR trf rgd SNN SVO THR ret lsd rgd	10sep92 apr93 23aug94 15dec94 01jan96 24feb96 ear1997 mar97 unknown 15jul98 08aug02	
92A930	RA-85747 RA-85747 RA-85747 RA-85747	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aerokuznetsk Chelyabinsk Avia Aerokuznetsk	mfd trf FRA rgd	15oct92 31mar94 11jul00 18dec02	

	EP-EAD RA-85747 EP-EAD EP-MBT	Tu-154M Tu-154M Tu-154M Tu-154M	Aria Air Airlines 400 Aria Air Iran Air Tour	rgd DME SHJ rgd	29jun02 oct03 12jan04 09jan04	f/n DXB 01aug02; l/n SHJ feb03 l/n DME 06nov03; not on Russian register feb04 !; reg probably just used whilst on overhaul; see next line l/n SHJ 29feb04, photo proof, see rgd next line c/n confirmed; lsf Aerokuzbass; f/n LNZ 07may04; without light blue cheatline since may05 and new c/s by dec05; seen THR feb11/may16, stored; preserved at the Tehran Aerospace Exhibition Center by mar19; l/n oct23 on charge as of 01jan93 f/n VKO 19sep94, in Aeroflot c/s and titles l/n FJR 27mar99; renamed Aerokuzbass sep00; soc and canx 12feb01 as leased to Iran l/n DXB dec01; leased from Aerokuzbass until 17feb03 c/n confirmed; lsf Aerokuzbass; new c/s by summer 2006; l/n THR 24jul09; seen THR feb11/may16, stored; preserved at the Tehran Aerospace Exhibition Center by mar19/aug21 toc 31oct92; f/n KUF 25apr93; in full Aeroflot c/s; reported for Vak-Rosat; seen CTU 02nov93, opb Sichuan Airlines soc 21feb97 as leased to Iran leased from Omskavia; in basic Omskavia c/s; l/n DXB 27mar99; still on register sep99 in dec99 fleet list; canx 21feb00 as leased to Iran leased from Omskavia until 05mar01; f/n SVO 23may00; l/n SVO 18jul00 l/n DXB 09feb03 in white c/s with titles; f/n DME 11jul04; seen LED 24mar07 and DME 23dec07 whilst leased to KrasAir; seen DME 20oct08 and UUS 30aug08 with 'Omskavia' titles; reportedly stored by oct08; operator's certificate revoked 05oct08; stored at KJA, l/n jul10; believed scrapped about 2013 rgd 10dec92; f/n DME 01sep93 not in 1998 fleet list f/n TAT 02jan99; l/n VKO 23feb08; repainted in new c/s with tail emblem only, f/n as such VKO 03may08; l/n UFA 02jun16; scrapped MRV aug18; canx between 27aug18 and 16oct18 toc 01jul93; f/n DME 02sep93 f/n FRA 29mar97; l/n CGN 11sep99 leased from Omskavia until 05mar02; f/n SVO 16may00; l/n DXB 29dec01 f/n DXB 28mar02; l/n DME 08oct02; in fleet list nov04 as 'leased to Dalmashlizing'; operator's certificate revoked 05oct08 leased from Omskavia; f/n KHV 19aug03; in white/light grey c/s with titles and tail logo; operator ceased operations 19oct08; stored at KHV, seen mar09/apr11; in the process of being broken up at KHV sep14 toc 01jul93; f/n LED 20aug93 l/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; l/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; l/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; l/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; l/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; l/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; l/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; l/n DME 14mar09 in all-white c/s; l/n DME 20mar11 in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; l/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n TFS 09oct96, still in full Aeroflot c/s l/n LED 20oct00 named 'Vasilii Bakhtilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; l/n VKO 28aug02 named 'Vasilii Bakhtilov'; carried the coat-of-arms of the city of Yugra on the fin; f/n DME 22jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; l/n DME 31jul11; broken up 26sep13 leased from Avialinii Dagestana; f/n LCA 26jan93, with 'Konveyer' titles on left side and 'Touch & Go Airlines' on right side; l/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n VKO 27oct11; seen MCX mar12/may17 stored, without engines; canx 23sep21 toc 01dec92 l/n 27aug94 never painted as such, see next line in basic Belavia c/s with an Azerbaijani flag to INTER-Komes; f/n IST 07jan00, seen DXB 28apr00, in basic Belavia c/s, no titles; l/n in VARZ-400 at VKO 21aug01 c/n not confirmed; in basic Belavia c/s; l/n DXB 28dec01; a photo exists in white/grey c/s, with green tail emblem and titles; not in fleet list jan03 in full c/s; f/n SVO 27jul03; new CofRs issued 10may11 and 01jun17; t/t 26,269 hours and 10,358 cycles by 29jul17; repainted in the new c/s at NOZ may18; last flight 28oct20 (from MJZ to OVB); CofA expired 30oct20; l/n OVB jul24 on charge as of 01jan93; f/n RJK 05jun93, in full Aeroflot c/s f/n DME 16aug96; l/n FJR 18mar98 rgd 01apr99 !; l/n THR 01dec99; leased from Aerokuznetsk soc and canx 12feb01 as leased to Iran; still in fleet list 01oct03 as leased to Iran rgd 18feb01; f/n SHJ 09feb03; lsf Aerokuzbass per season; new c/s early 2006; l/n THR 05nov06 c/n confirmed; in white c/s with blue tail; damaged at SVO 03aug08, full details not yet known but believed nose wheel collapsed whilst parked; still seen SVO 18apr09, parked, but subsequently repaired; seen MHD 22oct09; l/n THR 22aug10; seen Esfahan HESA jan12/oct21, stored toc 25dec92; rgd 03feb93; f/n SVO 03may94; in full Aeroflot c/s; l/n SVO 21aug95 leased from Norilsk Nikel and carried additional 'Norilsk Nikel' titles; l/n LED 01dec98 last overhaul completed 05aug04; tail still in Murmansk Airlines colours until may05; l/n KBP operational 12jul08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 21,198.5 hours, without engines; stored at KJA, l/n oct09; broken up KJA jun10 toc 25dec92; f/n VKO 12apr93, in full Aeroflot c/s l/n VKO 25jan94, in Aeroflot c/s and titles lsf Bratsk Aviation Enterprise and returned by early 1997 soc 11feb97 as to Belarus l/n HAJ 07jul98 f/n SVO 22aug99, in basic ex Gomelavia c/s, with dark blue tail and engines, no titles; l/n BCN jul01, as such; seen ALC 13jul02 with small titles and tail logo; seen PED 30apr04 in full c/s; l/n SVO 04jul04 reportedly trf dec04; l/n LED 24sep09; last flight 31dec09 in basic Aeroflot c/s with 'KMV' titles; l/n DME may11 in basic Aeroflot c/s, no titles; seen ROV 17jul11, active; l/n VKO aug11/apr18 stored in VARZ f/n NAY 19mar96 in full CAAC c/s; later repainted; seen operational SIA 27may02; stored NAY, reported there without titles 21oct02 and l/n as such sep05; seen operational again in full c/s KMG mar06; l/n Dangyang 22may09 no titles with Chinese flag; l/n NAY 08may13 no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 22sep19 rgd 23mar93; f/n DME 12apr93 named 'Kogalyim'; l/n DXB 02apr05 lsf Kolavia since may05; 'Aria Air' titles and logo literally over Kolavia c/s; l/n DXB 02jan07 lsf Kolavia named 'Kogalyim'; l/n VAR 06jun07 lsf Kolavia; in full Kolavia c/s with titles and additional 'Taban Air' titles; l/n DXB 10dec09; returned to Kolavia l/n DME mar12/apr14 stored f/n FRU jul93 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n FRA jul00; repainted in blue/white c/s, red cheatline with just 'Kyrgyzstan' titles; f/n FRA 25may02; l/n FRA 02sep05; still in JP-07 to Iran KG; c/n confirmed; f/n AYT 27feb09, in white c/s with red titles, cheatline and tail logo; current on register 20apr17; current on register 15jul19; seen VKO 28feb20 operational; reported wfu; seen FRU 14may20; l/n OVB 13jul24
92A931	RA-85749 RA-85749 RA-85749 EP-MBM RA-85749 EP-MBQ	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aerokuznetsk Aerokuznetsk Iran Air Tour Aerokuzbass Iran Air Tour	mfd trf DME lsd rgd SYZ	15oct92 31mar94 25aug97 12feb01 01oct03 18apr04	
92A932	RA-85750 RA-85750 RA-85750 EP-MAR RA-85750 EP-MBE RA-85750 EP-MHV RA-85750	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk Air Volga Omskavia Iran Air Tour Omskavia Iran Air Tour Omskavia, n/t Mahan Air Omskavia	mfd PEK trf THR rgd lsd SVO SHJ rgd	31oct92 26oct95 16apr96 28mar97 18feb00 06mar00 13apr01 27jan02 21aug03	
92A933	RA-85751 RA-85751 RA-85751	Tu-154M Tu-154M Tu-154M	Aeroflot TyumenAviaTrans Gazpromavia	mfd VKO rgd	06nov92 30jun96 07aug98	
92A934	RA-85752 RA-85752 EP-MBF RA-85752	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Far East Omskavia Iran Air Tour Omskavia	mfd trf lsd rgd	13nov92 08dec94 06mar00 04mar02	
	RA-85752	Tu-154M	Dalavia	d/d	06mar03	
92A935	RA-85753 RA-85753 RA-85753 RA-85753 RA-85753	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Far East Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al	mfd trf rgd DUS LED	13nov92 08dec94 21aug98 19apr99 26feb07	
92A936	RA-85754 EX-85754 RA-85754	Tu-154M Tu-154M Tu-154M	Aeroflot Zvyezda Azii Aeroflot	mfd rgd	20nov92 29may95	
	RA-85754	Tu-154M	Chelyabinsk Avia	DME	29jun98	
	EP-MHD RA-85754	Tu-154M Tu-154M	Mahan Air Enkor	DXB IST	22may01 17dec01	
	RA-85754 RA-85754 85754	Tu-154M Tu-154M Tu-154M	no titles Aviaenergo SibNIA	VKO DME OVB	06sep08 25jun09 28apr11	
92A937	RA-85755 RA-85755 RA-85755 RA-85755	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans	mfd trf DME rgd	23sep92 22nov94 07jul98 11may01	
	RA-85755	Tu-154M	UTair	rgd	29may03	
92A938	RA-85756 RA-85756 RA-85756	Tu-154M Tu-154M Tu-154M	Touch & Go Al Avialin. Dagestana Avialin. Dagestana	mfd trf rgd	27nov92 10dec95 26apr98	
92A939	RA-85757 EP-ITI RA-85757 EW-85757 EW-85757 EW-85757 EW-85757	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Iran Air Tour ZAO 'Igl' Gomelavia Imair Gomelavia Continental Aw	mfd GOT rgd HAJ DME HAJ rgd	25nov92 21oct93 20nov95 18jul97 08jul98 07jul99 27dec99	
	EP-MHX	Tu-154M	Mahan Air	DXB	19oct01	
	RA-85757	Tu-154M	Alrosa	rgd	28jun02	
92A940	RA-85758 RA-85758 EP-TQE RA-85758 EP-MBN EP-MCM	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aerokuznetsk Qeshm Air Aerokuzbass Iran Air Tour Iran Air Tour	mfd trf SHJ rgd lsd MRV	12dec92 31mar94 26nov98 01feb01 12feb01 24sep07	
92A941	RA-85759 RA-85759 RA-85759	Tu-154M Tu-154M Tu-154M	Aerovolga Murmansk Airlines KrasAir	mfd VKO SVO	15jul91 01jul98 10nov00	
92A942	RA-85760 RA-85760 EP-ITN RA-85760 EW-85760 RA-85760	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Bratsk Avn Ent. Iran Air Tour Bratsk Avn Ent. Gomelavia Continental Aw	mfd trf lsd no HAJ rgd	22dec92 20jan94 27aug94 reports jun97 11mar99	
	RA-85760 RA-85760 RA-85760 B-4027	Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Rus. Al KavMinVody Avia Continent China United Al	WAW MRV KJA rgd	08jan05 19mar10 21jun11 jun93	
92A943	B-4027 B-4027	Tu-154M Tu-154M/D	Chinese Air Force Chinese Air Force	NAY NAY	dec10 22sep16	
92A944	RA-85761 RA-85761 RA-85761 RA-85761 RA-85761 RA-85761	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Tyumen Kolavia Aria Air Taban Air Kolavia Taban Air	mfd BUD DXB no ATH DXB	02mar93 07aug97 24nov05 reports 03jun07 21feb08	
92A945	RA-85761 EX-85762 EX-85762	Tu-154M Tu-154M Tu-154M	Kolavia Aeroflot Kyrgyzstan Al	DME mfd FRU	04sep10 07jan93 09may95	
	EX-00001	Tu-154M	Kyrgyzstan	rgd	15nov08	

93A946	RA-85763	Tu-154M	AFL/Privolzhsk	mfd	03mar93	toc 03mar93; f/n KUF 25apr93, in full Aeroflot c/s; sold to Tomsk Avia 13feb95
	RA-85763	Tu-154M	Aero Volga	PRG	17jun95	in basic Aeroflot c/s, only small titles under cockpit
93A946	RA-85763	Tu-154M	Georgia Air Prague	PRG	27jun95	returned to Aero Volga 07oct95
	RA-85763	Tu-154M	Aero Volga, n/t	DME	21may96	operated for Tomsk Avia; l/n SHJ 30mar98
	RA-85763	Tu-154M	Sibir	HAJ	19jun99	leased from Omskavia; l/n FRA 23jun02
	RA-85763	Tu-154M	Omskavia	rgd	14jun01	f/n HAJ 05jul02; last overhaul completed 26feb03; l/n CGN 07nov04; soc 15nov04 as leased to Iran
	EP-MHQ	Tu-154M	Mahan Air	DXB	14jan05	c/n confirmed in JP05/06; in basic Omskavia c/s with 'Mahan Air' titles; l/n DXB 29apr05
	RA-85763	Tu-154M	Omskavia	CGN	08jul05	f/n LCA 16nov05; operator's certificate revoked 05oct08
	EP-EKB	Tu-154M	Eram Air	THR	07apr06	c/n confirmed by JP; lsf Omskavia; in basic Omskavia c/s with 'Eram Air' titles and logo; wfu 01may08; l/n KUF 01may08; offered for sale by Omskavia 09feb09 with t/t 17,996 hours and 8,158 cycles, without engines
	RA-85763	Tu-154M	Omskavia	KUF	22aug13	parked off apron as such, stored; canx between 23may16 and 20jun16; l/n KUF 04jul16; noted being scrapped 17jul16, top of fuselage removed and tail separated
	93A947	RA-85764	Aeroflot	mfd	05mar93	no reports
	UK-85764	Tu-154M	Uzbekistan Airways	KGD	03jul94	CofR renewal 24nov94; l/n TAS 07may95
	UK-85764	Tu-154M	Pakistan Intl Aw	TAS	05oct97	leased from Uzbekistan Airways from late 1996 until early 2001, but was returned in summer 1997
	UK-85764	Tu-154M	Uzbekistan Airways			was used for spares for UK-85711 and UK-85776 before may98; seen stored at TAS oct00/jan03; seen active again TAS 21oct03; repainted in full new c/s; f/n a such OVB 23nov04; l/n operational DME 02dec10; sat wfu at TAS, seen aug13/may15; scrapped at TAS in early may16
93A948	RA-85767	Tu-154M	Touch & Go Al	mfd	24mar93	f/n LCA apr93, with 'Konveyer' titles on port side and 'Touch & Go Airlines' titles on starboard side
	RA-85767	Tu-154M	Aeroflot	LED	26oct94	trf 01nov94 to AFL/Northern according to MGA document, see next line
	RA-85767	Tu-154M	Pulkovo Avia	trf	22nov94	l/n BRU 15feb97, in Aeroflot c/s and titles
	RA-85767	Tu-154M	Pulkovo Avia	rgd	23apr97	f/n DUS 28dec97; seen HEL 30dec06 with additional 'Rossiya' titles
	RA-85767	Tu-154M	Rossiya Russian Al	FRA	01apr07	in basic Pulkovo c/s; seen LED 17oct09 stored; l/n LED 01jun10, wfu; broken up nov10; t/t 28,310 hours and 10,913 cycles
93A949	RA-85768	Tu-154M	AFL/Privolzhsk	mfd	02mar93	toc 03mar93; f/n HAJ jul93, in Aeroflot c/s, no titles; l/n HAJ 07sep93
	RA-85768	Tu-154M	Orenburg Airlines	trf	25nov93	f/n HAJ dec93, still in Aeroflot c/s and now with Aeroflot titles
	RA-85768	Tu-154M	Orenburg Airlines	STR	22apr95	named 'Konstantin Brekhov'; l/n LED 12mar07
	RA-85768	Tu-154M	Orenair	HAJ	14jul07	named 'Konstantin Brekhov'; l/n REN 13nov20, stored
93A950	B-4029	Tu-154M	China United Al	rgd	aug93	converted to, see next line
	B-4029	Tu-154M/D	China United Al	NAY	21apr97	with CAAC titles; Type III ELINT aircraft (D stands for Dian, Chinese for Electronic) with canoe-shaped fairing (synthetic aperture radar ?) under fuselage; based at Nan Yuan and opb Chinese Air Force; l/n NAY 03nov11/mar12 without fairing
93A950	B-4029	Tu-154M/D	Chinese Air Force	NAY	08may13	no titles and without fairing; seen NAY 01jun13 active; seen again with fairing NAY 23aug13/18sep14; seen NAY 29sep15 active, with canoe-shaped fairing under the middle of the fuselage and smaller fairing under the rear fuselage, suggesting this has also been converted to an ELINT aircraft (Tu-154M/D); seen NAY 31aug19; l/n Dangyang 12oct19
	93A951	RA-85769	AFL/Northern-LED	mfd	15mar93	rgd 06apr93; f/n AMS 18apr93; l/n LHR 20nov93
93A951	RA-85769	Tu-154M	Pulkovo Avia	trf	22nov94	new CofR issued 23apr97; f/n LED 09jul98; l/n DME 13may06
	RA-85769	Tu-154M	Rossiya Russian Al	rgd	12oct06	initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 12nov06 and l/n as such PRG 31mar07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such HAJ 06may07; excluded from the operator's certificate 29dec09; t/t 30,392 hours and 12,849 cycles by 01jan10; CofA expired 17jul10; sat wfu at LED, seen jun10/jul13; scrapped at LED aug13; sold as scrap metal 27aug13, for USD 12,000
	93A952	RA-85770	AFL/Northern-LED	mfd	18mar93	f/n AMS 05may93
93A952	RA-85770	Tu-154M	Pulkovo Avia	trf	22nov94	l/n AMS 05may96, in Aeroflot c/s and titles; new CofR issued 23apr97
	RA-85770	Tu-154M	Pulkovo Avia	AGP	05may98	seen LED 12jan07 with additional 'Rossiya' titles
	RA-85770	Tu-154M	Rossiya Russian Al	DME	25jul07	in basic ex-Pulkovo Avia c/s; damaged 30jul07 while taxiing at LED when the left wing hit a bus; repaired; last flight (DME-LED) 15nov09, officially the last scheduled flight of any Rossiya Tu-154; seen LED dec09/jun10, wfu
	RA-85770	Tu-154M	Continent	NOZ	18sep11	in basic ex-Pulkovo Avia c/s, stored
93A953	RA-85770	Tu-154M	Alosa	NOZ	24oct11	in basic ex-Pulkovo Avia c/s; l/n NOZ 17aug12/19jul14, stored; canx between 16feb18 and 22mar18
	RA-85771	Tu-154M	AFL/Privolzhsk	mfd	26mar93	toc 30mar93; f/n KUF 25apr93
	RA-85771	Tu-154M	Pulkovo Avia	trf	30mar95	new CofR issued 23apr97; in Aeroflot c/s and titles; l/n PRG 10oct99
	RA-85771	Tu-154M	Pulkovo Avia	PRG	16jan00	seen FRA 24dec06 with additional 'Rossiya' titles; l/n MUC 03feb07
	RA-85771	Tu-154M	Rossiya Russian Al	CPH	25mar07	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED nov08/apr10, wfu; broken up nov10; t/t 26,697 hours and 9,053 cycles
93A954	RA-85772	Tu-154M	AFL/Privolzhsk	mfd	21apr93	toc 17apr93, see mfd; f/n KUF 25apr93; rgd 27apr93
	RA-85772	Tu-154M	Surgutavia	trf	27apr94	but presumably just on paper ?; was already canx 23dec93 as to China; soc 24apr96 as such
	B-2630	Tu-154M	Sichuan Airlines	rgd	1993	f/n CTU 02nov93; l/n PEK 11dec95
	B-2630	Tu-154M	China Xinjiang Al	trf	apr97	f/n ALA 16may98; l/n URC 17may99, operational
	B-2630	Tu-154M	ex China Xinjiang	CTU	26sep99	without titles or logo, stored; was seized by the Chinese Customs jun99; l/n CTU 11apr00; sold at auction on 26dec00 to the Jiahe Jiamei Home Furniture and Structural Material Ltd Co. of Beijing and remained stored at Chengdu, it was later sold to a Russian Aeronautics Technology Co. and ferried Chengdu to Moscow 28feb05 and seen VKO that same day without titles or logo; probably broken up at VKO
93A955	RA-85773	Tu-154M	Bashkirian Al	mfd	21apr93	toc 21apr93; f/n UFA 10jul93, in full Aeroflot c/s
	RA-85773	Tu-154M	Bashkirian Al		nov94	
	EP-TUB	Tu-154M	Iran Aseman Al	THR	22mar97	leased from Bashkirian Airlines
	RA-85773	Tu-154M	Bashkirian Al	LCA	20aug97	l/n IST 22mar99
	RA-85773	Tu-154M	Shaheen Air Intl	DXB	30may99	l/n DXB 14nov00; leased from Bashkirian Airlines; l/n in VARZ-400 21aug01, bare metal, no registration, work stopped due to no payment
93A955	RA-85773	Tu-154M	Bashkirian Al	rgd	27jun02	f/n DME 25aug02; l/n HEL 09jan05
	RA-85773	Tu-154M	Iran Air Tour	lsd	sep05	lsf Bashkirian Al in full c/s; f/n THR 10apr06, still in Bashkirian c/s; l/n THR 01sep06
	RA-85773	Tu-154M	Continental Aw	DME	05jul07	lsf Bashkirian Airlines; in silver/white c/s with blue fin; l/n DME 22oct07; operator ceased operations mar08
	RA-85773	Tu-154M	UTair	ROV	14aug10	l/n LED 04aug13
93A956	RA-85773	Tu-154M	Kosmos	VKO	12jun14	l/n VKO 04jun15/07jul16 stored
	RA-85774	Tu-154M	Bashkirian Al	mfd	21apr93	toc 23apr93; rgd 07may93; f/n UFA 10jul93, in full Aeroflot c/s
	RA-85774	Tu-154M	Bashkirian Al	lsd	01jun93	f/n IST 18mar96; l/n IST 05nov97; lease ended 01jun98
	RA-85774	Tu-154M	Gazpromavia	rgd	05jun98	f/n AAQ 01jul98; l/n operational VKO 19mar12; stored at ULV; canx between 04aug17 and 13sep17; l/n 21apr18; no longer present 26jul19
	93A957	RA-85775	AFL/Privolzhsk	mfd	29apr93	toc 28oct93
93A957	RA-85775	Tu-154M	AMITE AO	rgd	27jun94	soc jun94 to Kazakhstan
	UN-85775	Tu-154M	Kazakhstan Airlines	VIE	27feb95	l/n BUD 12oct96
	UN-85775	Tu-154M	Kazak c/s, n/t	HAM	05jul97	l/n FRA 25jun00, operated by VIP Air
	UN-85775	Tu-154M	Air Kazakhstan	HAI	14jul00	l/n ALA 26apr04; reported KZN 28aug04, stored
	EP-CPS	Tu-154M	Caspian Airlines	BUD	31aug05	c/n from JP-07; l/n DXB 02jul10; seen stored THR jan12/30mar17
93A958	UK-85776	Tu-154M	Uzbekistan Airways	mfd	06may93	f/n IST 18jun93; damaged 05sep01 on a flight from Ufa to Tashkent when the right main gear did not retract after take-off, the crew decided to use up the fuel and land at Ufa, but the right main gear collapsed during the landing, all 10 crew and 106 passengers escaped unhurt; repaired; repainted in full new c/s; f/n a such DME jul03; l/n operational ALA 27nov10; current on register dec10; sat wfu at TAS; l/n sep15; scrapped at TAS in early 2016
	93A959	RA-85777(1)	Bashkirian Al	mfd	12may93	toc 12may93; f/n UFA 10jul93, in full Aeroflot c/s; see next line; see c/n 78A262
93A959	RA-85777(1)	Tu-154M	Bashkirian Al	trf	09jun93	f/n FJR 08nov95; l/n ASF 19may96
	EP-TUA	Tu-154M	Iran Aseman Al	THR	15mar97	leased from Bashkirian Airlines
	RA-85777(1)	Tu-154M	Bashkirian Al	EVN	19jun97	l/n IST may98
	RA-85777(1)	Tu-154M	Shaheen Air Intl	DXB	03apr99	l/n SHJ 19mar01; leased from Bashkirian Airlines
	RA-85777(1)	Tu-154M	Bashkirian Al	rgd	04dec01	f/n DME 15jan02; l/n SGC 06jul05
	RA-85777(1)	Tu-154M	Continental Aw	SVO	30jun06	leased from Bashkirian Airlines; carried additional small 'Aeroflot' titles; operator ceased operations mar08; l/n VKO 12jun09
	RA-85777(1)	Tu-154M	Atlant-Soyuz	AER	aug09	in all-white c/s with tail emblem and titles
	RA-85777(1)	Tu-154M	Zapolyarye	VKO	07nov09	l/n VKO 03dec09
	RA-85777(1)	Tu-154M	UTair	VKO	01jul10	in all-white c/s with very small titles behind the cockpit; l/n KGP 04may13 as such
	RA-85777(1)	Tu-154M	Kosmos	MRV	30apr14	without titles; seen VKO 29jun14, now with titles; l/n DME 05aug14
93A960	RA-85801	Tu-154M	LIT Zhukovski	mfd	01jul93	in all-white c/s, no titles; f/n ZIA 06jul93; l/n ZIA 24aug95
	RA-85801	Tu-154M	Kolavia	PEE	16aug99	
	RA-85801	Tu-154M	Omskavia	rgd	14apr00	soc and canx 03may00 as leased to Iran
	EP-MBJ	Tu-154M	Iran Air Tour	lsd	14may00	leased from Omskavia until 13may02; f/n SVO 30may00; l/n DXB 20oct01
	EP-MHT	Tu-154M	Mahan Air	DXB	05aug02	c/n confirmed in fleet list 06jan03; l/n DXB 08feb03
	RA-85801	Tu-154M	Omskavia	rgd	21apr03	still in basic Kolavia c/s with own titles; f/n DME 17aug03; l/n OMS 30may05
	RA-85801	Tu-154M	KrasAir	PEK	31may06	still in basic Kolavia c/s with own titles; wfu 13may08; l/n operational DME 06sep08; operator's certificate revoked 01nov08; offered for sale by Omskavia 09feb09 with t/t 14,244 hours and 7,173 cycles, but could not be sold; l/n KJA jul10, wfu; scrapped at KJA starting sep11, outer wings cut off by 28sep11 and last remains removed may12
	93A961	RA-85802	Chita Avia	mfd	06dec93	toc 08dec93 by Baikalavia according to MGA document; rgd 20dec93; no reports
	EP-MAN	Tu-154M	Iran Air Tour	THR	10mar97	leased from Chita Avia; in basic ex Aeroflot c/s with Iran Air Tour titles; l/n DXB 30oct99
	RA-85802	Tu-154M	Chita Avia	rgd	09jun00	f/n DME 09nov00; l/n DME 15jun01
93A961	RA-85802	Tu-154M	Pskovavia	UFA	12aug01	in full c/s
	RA-85802	Tu-154M	Chita Avia	rgd	30jan02	seen DME apr02, in basic ex Aeroflot c/s, white tail, no titles; seen DME 05jun02; in all-white c/s with blue emblem on the tail and grey fuselage behind the engines and rear part of the tail and no titles; l/n AER 28aug04
93A961	RA-85802	Tu-154M	AeroBratsk	rgd	20sep04	f/n DME 11oct04; leased from Chita Avia since 01sep04
	RA-85802	Tu-154M	Dalavia	d/d	29dec04	f/n OVB 06mar05; t/t 22,191 hours and 8,884 cycles as of 01jul08; operator ceased operations 19oct08; still current on Russian register nov09; seen KHV feb11/apr11, stored; broken up at KHV nov14
93A962	RA-85778	Tu-154M	Aeroflot	mfd	20may93	f/n ULY 11sep93

	RA-85778 RA-85778	Tu-154M Tu-154M	Kolavia Gazpromavia	BAK rgd	02feb96 17oct97	l/n DME 25aug97; in basic Aeroflot c/s with very small titles; not in 1998 fleet list f/n TAT 26dec98; reported seen SZG 01jan99 in basic Aeroflot c/s, no titles, operated by Atlant-Soyuz; in full c/s since at least may02; l/n VKO 03aug08, in new livery without titles; seen with Gazprom tail logo TIV 17aug08; l/n MRV 15jun16; scrapped MRV sep18; canx between 27aug18 and 16oct18 f/n VKO 28aug93; l/n VKO 13jun94
93A963	RA-85779 RA-85779 RA-85779 RA-85779 RA-85779	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Air AJT Internat. Pulkovo Avia Pulkovo Avia Rossiya Russian Al	mfd LCA trf DUS MUC	26may93 21aug94 01may95 11jan98 10dec06	l/n AMS 03aug97, in Aeroflot c/s and titles l/n DUS 14jul06 in basic Pulkovo c/s; seen LED 27oct09, stored; l/n LED 19dec10, wfu; broken up dec10; t/t 27,242 hours and 11,500 cycles mfd also given as 23jun93; toc 28oct93 soc jun94 as to Kazakhstan l/n CGN 03oct98; official trf to Air Kazakhstan 26sep96 l/n DXB 30dec03 d/d may08; l/n DXB 24jan11; seen stored THR jan12/30mar17 f/n BKK 03aug93 with Kazakh flag titles painted as 'Kazakhstan Airlines'; l/n FRA 07aug98; see trf date next line ! Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05 seen VIE 16mar07 in new c/s; l/n ALA 20feb08 small Kazakh 'KR TZHM Kazaviaktykaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose l/h side and probably Russian 'Kazaviaspas MChS RK' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles; l/n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; was offered for sale 15jan18; seen ALA 09jul19/02may22 stored; in the process of being scrapped late nov22/dec22
93A964	RA-85780 RA-85780 UN-85780 UN-85780 EP-CPT	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk AMITE AO Kazakhstan Airlines Air Kazakstan Caspian Airlines	mfd rgd GMP SHJ THR	10jun93 27jun94 28apr95 12dec99 03jun08	
93A965	UN-85781 UN-85781 UN-85781	Tu-154M Tu-154M Tu-154M	Aeroflot Kazakstan Airlines Air Kazakstan	mfd IST trf	24jun93 03nov93 26sep96	
	UN-85781 UP-T5406	Tu-154M Tu-154M	Atyrau Airways Kazakhstan Emercom	DXB ALA	06mar06 10oct08	
93A966	RA-85782 RA-85782 RA-85782 RA-85782 UN-85782 RA-85782	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk IDF Tatarstan Air Volga China Xinjiang Al VIP Air Alosa	mfd IST rgd KUF HAM VKO	09jul93 sep94 30jun95 19may96 21jun97 24jun05	toc 28oct93 operated by Iron Dragonfly f/n PRG 05dec95 full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan l/n ALA 04jan03; had additional 'Air Kazakstan' titles outside VARZ; reports 'c/n checked as 917' aug05 proved to be in error; l/n DME 28apr14; seen MJZ jul16/06mar24, stored rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12 no titles no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 19sep19 toc 24may93, see mfd rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95 named 'Kogalym'; l/n AYT 16jul08 in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; l/n l/n DXB 15mar10 l/n SGC 28mar13/02may14, stored f/n DME 01sep93
93A967	RA-85783 B-4028 B-4028	Tu-154M Tu-154M Tu-154M/D	LIJ Zhukovski China United Al Chinese Air Force Chinese Air Force	mfd d/d NAY NAY	jul93 20may94 01jun13 29sep15	initially still in full Aeroflot c/s including titles; l/n as such AMS 21apr97; new CoFR issued 23apr97; repainted in full Pulkovo Avia c/s; f/n as such f/n DUS 16jun97; f/n with small additional 'Rossiya' titles DUS 07jan07; l/n DME 21mar07; see rgd date below to the Russian Federation; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n DME 27may07; excluded from the operator's certificate 29dec09; t/t 27,246 hours and 11,818 cycles by 01jan10; stored at LED, seen feb10/jun10; CoFA expired 28jan11 in basic Pulkovo c/s with titles in Russian and English; already f/n ROV 06jun11; l/n operational BAX 27jul11; stored with VARZ at VKO, seen mar12/jun15; scrapped at VKO dec17, seen with the tail and wing cut off 18dec17; canx between 23may18 and 20jul18 official mfd 19oct93; according to an MGA document the aircraft was assigned to Tyumen; the operator had nothing to do with the airline Samara; in basic Aeroflot c/s with 'Samara' titles; stored at SVO from may96 in full c/s; named 'Kogalym' after a town in Western Siberia; f/n DME 23apr97; new CoFR issued 16sep03; l/n TJM 09jul04
93A968	RA-85784 RA-85784 RA-85784 RA-85784 RA-85784 RA-85785 RA-85785	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Tyumen Kolavia Kolavia Taban Air Kolavia Aeroflot Pulkovo Avia	mfd trf DME THR LGG mfd trf	28jul93 07jul93 16aug96 17oct08 18aug10 30jul93 22nov94	
	RA-85785	Tu-154M	Rossiya Russian Al	rgd	12oct06	
	RA-85785	Tu-154M	Continent	rgd	21jun11	
93A970	RA-85786	Tu-154M	Samara	ZIA	31aug93	
	RA-85786 RA-85786 RA-85786 RA-85786 RA-85786 RA-85786 RA-85786 RA-85786	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Kolavia Enkor Kolavia Aria Air Kolavia Aria Air Kolavia Taban Air	rgd LED GNB DXB TJM THR DXB THR	31mar97 15aug04 09jan05 14nov05 22jun06 11nov06 21dec06 01jun07	returned; l/n VAR 25aug05; seen DXB 16oct05, titles not reported leased from Kolavia; in full Kolavia c/s with additional 'Aria Air' titles and logo; named 'Kogalym'; l/n THR 15apr06 presumably just gone home for maintenance ? in full Kolavia c/s with additional 'Aria Air' titles and logo; l/n THR 26nov06 in full c/s; named 'Kogalym'; l/n DXB 13feb07 leased from Kolavia; in full Kolavia c/s with additional 'Taban Air' titles; named 'Kogalym'; seen DXB 15nov07 with the 'Taban Air' titles on the left side scratched out but still visible; seen THR 21feb08 with the 'Taban Air' titles on the right side in place; l/n as such OVB 01mar08 in full c/s; named 'Kogalym'; l/n operational AYT 13sep08; CoFA expired 19oct08; sat wfu in ARZ-411 at MRV, seen feb09/aug11; t/t 16,934 hours and 7,283 cycles; scrapped at MRV feb12, only the tail remained by 25feb12 toc 24may93, see mfd rgd 15nov93; f/n UFA 13jul94, in Aeroflot c/s and titles named 'Surgut'; l/n DXB 19oct06 leased from Kolavia from 2006; initially in full Kolavia c/s with additional 'Taban Air' titles, seen aug09 in basic Kolavia c/s with 'Taban Air' titles, still named 'Surgut'; l/n DXB 30nov09; dbr 24jan10 on a flight from Esfahan to Mashhad (Iran) at dawn when the weather at Mashhad deteriorated and reached below minima levels (visibility 200 metres), but the pilot wanted to land because a passenger suffered from acute health problems, the decision to go around was taken too late and the aircraft came down very hard (with the main and nose gear at the same time), the nose gear collapsed, the right wing and the tail and later also the left wing broke off and the wreck caught fire, all 9 crew and 40 of the 154 passengers slightly injured rgd 16sep93; (jointly owned by Vnukovo); in basic Aeroflot c/s, no titles; f/n VKO 04may94; l/n DME 22nov01 leased from Kaliningradavia; l/n DME 19aug02 'East Line' sticker removed; flew DME-KGD 28dec02, returned to Kaliningradavia; l/n VKO 01feb03 initially without titles; f/n VKO 12jan03; l/n without titles VKO 27jun03; f/n with titles VKO 18aug03 still in basic Aeroflot c/s, no titles; seen in VARZ-400 at VKO 21aug05, awaiting overhaul with zero hours left not leased but bought; last overhaul completed apr06; f/n VKO apr06; named 'Boris Shcherbina' 19feb10 after a Soviet politician; l/n operational PEE 10sep10; suffered from a loss of electrical power probably in spring 2011, a repair was deemed economically not viable; wfu by jun11; sat wfu at Ufa, l/n apr13; broken up in late aug13 rgd 04oct93; (jointly owned by Vnukovo); f/n VKO 04may94; in basic Aeroflot c/s, no titles; l/n HAJ 12aug00 f/n DME 11jun01, in Aeroflot c/s, no titles; l/n VKO 23jul03 l/n RHO 04sep03 seen LED 04apr05, wfu; seen in VARZ-400 21aug05/autumn 2005, awaiting overhaul with zero hours left, all paint stripped leased from Avializing 28feb06/28feb12; last overhaul completed 26feb06; offered for sale by Aero Asia 02feb10 with t/t 13,558 hours and 5,334 cycles; l/n operational SGC 29oct11; sat wfu at VKO with titles and logos painted out, seen 20feb/02mar12; scrapped at VKO mar12, only front fuselage remaining by 23mar12; front fuselage left VKO for Komarovo on a flat-bed trailer 31mar12, to be used as an anti-terrorist trainer toc 13apr94; f/n YKS 08jul94, in full Aeroflot c/s; l/n SVO 25sep94 l/n SVO jul96 l/n BUD 20sep99; not in fleet list 31dec99 l/n DXB 09sep00 stored with faded but readable registration f/n SVO 03jun02; l/n SVO 10aug02 f/n YKS 14aug03; named 'Valeri Kuzmin'; l/n VKO aug10/oct12 at VARZ with more and more parts missing; t/t 22,363 hours and 6,954 cycles; in the process of being broken up 26oct12 toc 13apr94; in full Aeroflot c/s with additional 'Respublika Sakha' titles and Sakha flag; f/n CDG 07dec93 CoFR renewal 30sep96; l/n SVO 14apr97; soc and canx 14jan01 as leased to Bulgaria l/n FRA 12aug01 leased from 'Sofia' until 16oct02; f/n THR oct02; photo, date unknown, at SHJ in basic Bulgarian Air Charter c/s with 'Iran Air Tour' titles f/n SVO 18apr04; l/n VKO 06sep08 operational; offered for sale 23oct08 with t/t 13,526 hours and 5,673 cycles; stored at YKS from late 2009, l/n oct11/jun12; broken up in 2015; canx before apr16 in full Aeroflot c/s; f/n DME 04feb94 f/n KUF 20may96; l/n STR 15jun96 leased from Samara; f/n KUF 28may97; l/n DXB nov99 in white c/s with red fin and engines; f/n BUD 26sep00; offered for sale nov06; l/n KUF 11aug08; the operator's certificate of Samara was revoked 30sep08 to Norilsk Avia Service; in basic Samara c/s with large 'KMV' titles; f/n MRV 21jan10; l/n DXB 29mar11
	RA-85786	Tu-154M	Kolavia	rgd	31mar97	
	RA-85786 RA-85786 RA-85786	Tu-154M Tu-154M Tu-154M	Enkor Kolavia Aria Air	LED GNB DXB	15aug04 09jan05 14nov05	
	RA-85786 RA-85786 RA-85786 RA-85786	Tu-154M Tu-154M Tu-154M Tu-154M	Kolavia Aria Air Kolavia Taban Air	TJM THR DXB THR	22jun06 11nov06 21dec06 01jun07	
	RA-85786	Tu-154M	Kolavia	VAR	06jun08	
93A971	RA-85787 RA-85787 RA-85787 RA-85787	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Tyumen Kolavia Kolavia Taban Air	mfd trf SHJ THR	23sep93 05nov93 03nov96 15nov06	
93A972	RA-85788 RA-85788 RA-85788 RA-85788 RA-85788	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Kaliningradavia East Line Aeroflot c/s, n/t Eurasia Airlines Kaliningradavia	mfd DME DME rgd rgd	13sep93 03dec01 28dec02 04jan03 13sep03	
	RA-85788	Tu-154M	UTair	rgd	18apr06	
93A973	RA-85789 RA-85789 RA-85789 RA-85789	Tu-154M Tu-154M Tu-154M Tu-154M	Kaliningradavia Chelyabinsk Avia East Line Kaliningradavia	mfd rgd RHO rgd	29sep93 09jun01 28aug03 29sep03	
	RA-85789	Tu-154M	UTair	VKO	apr06	
93A974	RA-85790 RA-85790 LZ-LTC EP-CPL LZ-LTC RA-85790 RA-85790	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Yakutiya Sakha Avia Balkan Caspian Airlines Sakha Avia Yakutiya	mfd trf LHR DXB VKO rgd rgd	07oct93 20jul95 08mar99 20nov99 07oct00 16jan01 27dec02	
93A975	RA-85791 RA-85791 LZ-LCB EP-MBR	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Yakutiya Sakha Avia Bulgarian Air Ch. Iran Air Tour	mfd trf VKO lsd	12oct93 20sep95 02jun01 16oct01	
	RA-85791	Tu-154M	Yakutiya	rgd	04mar04	
93A976	RA-85792 RA-85792 EP-LAZ RA-85792	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk Samara Kish Air Samara	mfd trf rgd rgd	30dec93 04feb94 01mar97 27jul00	
	RA-85792	Tu-154M	KavMinVody Avia	rgd	26dec09	

	RA-85792	Tu-154M	Continent	KJA	06jun11	leased from Norilsk Avia Service; in basic Samara c/s, no titles; sat wfu at VKO, seen aug11/aug20; scrapped at VKO between aug20 and early 2021; still current on register 14jan21; the forward fuselage (up to the wing root) was offered for sale 23feb21, for use as a simulator or trainer
93A977	RA-85793 RA-85793 RA-85793	Tu-154M Tu-154M Tu-154M	AFL/Yakutiya Sakha Avia Yakutiya	mfd trf rgd	21jan94 20jul95 17jan03	toc 13apr94; in full Aeroflot c/s with additional 'Respublika Sakha' titles and Sakha flag; f/n YKS 08jul94 f/n 10sep95; CoFR renewal 30sep96; l/n SVO 19aug02 f/n SVO may03; named 'Yefim Parakhin' between mar06 and aug06; l/n IST 25jan07; was already sold to Avialinii 400 30dec06
	RA-85793	Tu-154M	Airlines 400	VKO	22jul07	seen in VARZ-400 in basic Yakutiya c/s with small 'Avialinii 400' titles behind cockpit windows; l/n VKO 06sep08
93A978	EP-MCU RA-85794 RA-85794 RA-85794 RA-85794	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Iran Air Tour AFL/Yakutiya Sakha Avia Polar Airlines Yakutiya	MHD mfd trf rgd rgd	28mar09 26jan94 20jul95 13jul98 11apr01	all-white c/s with titles, blue tail with logo; l/n THR feb11/may16, stored toc 13apr94; l/n YKS 13may95, in full Aeroflot c/s f/n SHJ 09nov95 leased from Sakha Avia; f/n VKO oct98; l/n UTP 05jan01 f/n SVO 26apr01; damaged 04jan05 on landing at Kittilä (Finland) when touched down early and hit landing lights, sustained some damage to the rear of the aircraft; repaired; l/n YKS mar13/apr15, stored; canx before apr16; reported scrapped
93A979	RA-85795	Tu-154M	Aeroflot	mfd	04apr94	rgd 26apr94; f/n DME 21may94; leased by VAK-Rosat to Sichuan Airlines; seen with 'Sichuan Airlines' stickers CAN 25mar95, active; soc and canx 11sep96 as to China; reportedly smuggled into China by Mou Qizhong; damaged between 1995 and 1999 in a hard landing at Chengdu, possibly resulting in a broken wing spar; seen stored at Chengdu in damaged condition 06jun99/mar03; sold in auction for 800,000 Yuan; reportedly canx 12nov03
	RA-85795	Tu-154M	Airflot Technics		photo	titles written in Cyrillic as 'Erflot Tekhniks'; ferried to Russia in late oct05 (possibly 30oct05 or 31oct05) and underwent repair and modernisation at Aviakor, receiving a new year in its c/n, now being 06A979
	RA-85795 RA-85795	Tu-154M Tu-154M	Kuban Airlines AviaPRAD	r/o SVX	29jun06 11may07	with 'sunflower' tail logo; f/f 07aug06; h/o 22aug06; f/n LED 29dec06; l/n VIE 13apr07 repainted at Bykovo apr07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, l/n 22mar08
	RA-85795 RA-85795 RA-85795 RA-85796 RA-85796 RA-85796	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	VIM-Avia Aviaenergo Continent TyumenAviaTrans UTair Kosmos	DME SHJ UUS mfd rgd VKO	24jun08 05nov09 30apr11 08jul94 10dec02 09aug13	in basic AviaPRAD c/s with 'VIM-Avia' titles; l/n active DME 18aug08; stored at Krasnodar, l/n 05mar09 still in basic AviaPRAD c/s; l/n PEE 08aug10 still in basic AviaPRAD c/s; l/n VKO aug11/sep15, stored; broken up at VKO dec15 f/n 15dec94; f/n VKO 30jun95; l/n VKO 07aug02 f/n VKO 18aug03; named 'Viktor Muravlenko' after a Soviet oil industry manager; l/n VKO 23jun13 initially in all-white c/s with the UTair logo changed into a blue circle, no titles; l/n as such SVX 27aug13; repainted in full c/s; f/n VKO 08nov13, as such; l/n ZIA 03oct14; used in the filming of the movie, 'The Crew' and destroyed after being set on fire at Zhukovski 15oct14; remains still present 23oct14 rgd 10jan94; f/n FRA 27apr94; in new c/s from 2002; seen with additional 'Aeroflot' titles SVO 26sep03; last overhaul completed 11jul05; l/n SVO 05aug05; still in fleet list 01dec05; offered for sale 15may06 with t/t 16,608 hours and 6,187 cycles as of 14apr06
93A981	RA-85797	Tu-154M	Aviaenergo	mfd	18dec93	wet-leased from Aviaenergo; in basic Aviaenergo c/s with 'Aeroflot' titles; l/n SVO 26may06 arrived at KHV 29jun06, still in old c/s; repainted by Roand in new c/s 05jul06; t/t 21,276 hours and 7,758 cycles as of 01jul08; Dalavia ceased operations 19oct08; l/n KHV nov08, stored; offered for sale 16jan/28feb12; broken up at KHV nov14; not canx from the Russian register
	RA-85797 RA-85797	Tu-154M Tu-154M	Aeroflot Dalavia	SVO trf	02oct05 29jun06	rgd 20jan94; f/n VKO 22sep94; year in c/n confirmed in Russian register CoFR renewal 29oct99; l/n SHJ 03jan01 f/n MHD oct01; l/n SHJ mar02; leased from Tatneftaero until 08jun02 f/n KZN 25jun02; l/n SHJ 11nov02 leased from Tatarstan 29aug02/31dec04; additional 'Skylink' titles on nose by apr04; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n DME 08nov04 t/t 18,001 hours and 6,053 cycles as of 01jan10; seen LED 15jun10, active; l/n KZN aug12/may13, stored; broken up jun13; canx before apr16
93A982	RA-85798 RA-85798 EP-MBO RA-85798 RA-85798	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aviaenergo Tatneftaero Iran Air Tour Tatarstan East Line	mfd SHJ lsd rgd DME	13jan94 dec98 09jun01 20jun02 07apr03	toc 27may94 f/n SVO 17jun94, in Aeroflot c/s and titles titles below the cockpit leased from Murmansk Air Transport; seen RHO 26jul97 l/n SVO 05aug99 f/n SHJ 01nov00; in all-white c/s, no titles; CoFR renewal 19mar01; l/n DXB 25may01 with 'Tatarstan' titles; l/n BCN 24aug02 f/n DME 17oct02; leased from Tatarstan 29sep02/31dec04; in Tatarstan c/s with 'East Line' titles and logo; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n SKG 04sep05 seen IST 13dec05, reported for Russkoye Nebo; seen Samara-Bezmyanka 07may06 in primer at factory; l/n AYT aug06
94A983	RA-85799 RA-85799 RA-85799 RA-85799 RA-85799 RA-85799 RA-85799 RA-85799 RA-85799	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Northern-MMK Murmansk Airlines Ural Airlines Transeuropean Murmansk Airlines Tatneftaero Tatneftaero East Line	mfd trf DME PMI MMK rgd DME rgd	27may94 16jun94 aug95 19jun97 17jun98 29aug00 08jul01 10sep02	in white c/s with logo and titles; seen IST 28jul11, damaged by an airport tug this date, which collided with the port wing causing fuel to leak onto the tarmac; l/n KZN 05oct13 reported in AL; in white c/s with Tatarstan AL logo on the tail, no titles; l/n KZN may16/sep20; canx between 13sep17 and 24oct17 f/n DME 15may95 f/n LHR 09dec95, in Aeroflot c/s and titles; CoFR renewal 24apr97; l/n AMS 20aug97 seen SZG 13jan07 with additional 'Rossiya' titles; l/n MUC 11mar07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09, stored; t/t 24,822 hours and 10,620 cycles as of 01jan10; l/n LED 01jun10, wfu; broken up LED dec10; canx before apr16 leased 01apr95, but owned later; f/n FRA 25feb95; seen with additional small 'Aeroflot Russian Airlines' titles jun05; seen SPU 12jan08 with just 'Aviaenergo' titles; l/n active ALC 06nov09; arrested because of Aviaenergo's debts 07jul11; photo VKO jul11, no titles f/n VKO 18nov11; still in full Aviaenergo c/s, no titles; seen VKO jan12, stored, auctioned by Rosimushchestvo 12mar12; l/n VKO 26jun13; broken up VKO 11nov14 rgd 15dec94; f/n DME 07may95; l/n MUC 11mar03 f/n VKO 22aug03; named 'Farman Salamanov' after one of the geologists who discovered oil in Siberia; new CoFR issued 29jan08; l/n operational VKO 01apr11; scrapped at UFA apr13, fuselage cut in two parts by 11apr13
	RA-85799	Tu-154M	no titles	DME	17nov05	f/n SVO 16may95; trf 15jun95; l/n DME 28dec02 f/n VKO 27jun03; l/n active VKO 21jul09; t/t 15,021 hours and 5,986 cycles as of 01jan10; seen TJM apr10/feb14, stored; broken up at TJM jun14; canx before apr16 rgd 10apr95; f/n CGN 31mar95; l/n SVX 08may12; in the process of being broken up 09jan13 rgd 14aug95; f/n VKO 26aug95; l/n DXB jan03 f/n DXB may03; named 'Pyotr Panov' 27apr05; l/n AER 26aug11; seen TJM 05may13 stored; broken up apr14 rgd 29may95; f/n VKO 01jul95; l/n VKO 06may03; see rgd next line
	RA-85799	Tu-154M	Tatarstan	GOJ	05oct06	Isf Avializing 01nov02/01nov12; f/n DME 16aug03; named 'Vladimir Kuleshov' 18oct06 after the second director (1969/73) of the AFL Tyumen directorate; t/t 18,811 hours and 7,639 cycles as of 01jan10; l/n TJM sep12/jun14, stored; broken up; canx before apr16 c/n not confirmed, but surmised as if allocated in order at the factory; see c/n 90A831 c/n confirmed; in 128 passenger configuration; in grey c/s with 'Russian flag' cheatline, with titles; rgd 24may01; f/n DME 02jun01; new CoFR issued 26aug09; t/t 9,209 hours and 3,774 cycles by 01jan10; l/n operational VKO may13; stored at VKO, seen mar14/jul19; new CoFR issued 18sep18; seen being worked on at VKO 15jan20
	RA-85799	Tu-154M	AK Bars Aero	KZN	23jan14	still in full Rossiya c/s including titles; ferried from VKO to CKL 20jan20; l/n ISB 02oct24 not delivered by aug02 ! rgd 18apr03; f/n DXB 07may03; seen SVX mar12/aug13, stored; completely broken up by 20sep13 stored at the factory; work on the aircraft stopped 28feb94; sold (on paper) by the leasing company Aviakor-Lider to the Yakutian NGO Tselevoy fond budushchikh pokoleni Respubliki Sakha 30apr03 and passed on to OOO Vodolei plus 06mar07; contract annulled by a court order dated 25jun07; airframe not completed before production ceased in feb13 mfd 05sep95; rgd 07sep95; seen SVX may12/may13 stored; in the process of being broken up 24jun13/03jul13
94A984	RA-85800 RA-85800 RA-85800 RA-85800	Tu-154M Tu-154M Tu-154M Tu-154M	Buryatya Motam Pulkovo Avia Pulkovo Avia Rossiya Russian Al	mfd trf HAM LPA	15dec94 end '95 14feb98 15apr07	seen unmarked in the Aviakor factory jan96, see c/n ..A1000; rgd 20oct98; named 'Roman Marchenko'; f/n VKO 19aug99; l/n FAO 21jun03, see rgd next line named 'Roman Marchenko'; f/n SGC 25aug03; l/n active VKO 22aug09; t/t 15,373 hours and 5,716 cycles as of 01jan10; seen TJM apr10/may13, stored; broken up may14; canx before apr16 stored at the factory l/n Samara-Bezmyanka 11aug01; see c/n 95A1006 f/n Samara-Bezmyanka 07may06, in full c/s; f/f 15may06 ?; mfd 02jun06; h/o 06jun06 at KRR; first scheduled service 14aug06; l/n BRU 03may07; see c/n 75A123 repainted at Bykovo may07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, l/n 22mar08 in basic AviaPRAD c/s with 'VIM-Avia' titles; arrived from CEK 25jun08; l/n active DME 06sep08; l/n Krasnodar 05mar09, stored still in basic AviaPRAD c/s with 'Aviaenergo' titles; l/n BCN 22sep10 still in basic AviaPRAD c/s with 'Continent' titles; seen KJA aug12, stored; with inscription æS Dnyom vozduzhnogo flota Rossiæ (Congratulations with the Anniversary of the Air Fleet of Russia) since at least dec13; l/n in a hangar KJA 02sep15, as such; photo Samara-Bezmyanka 05mar16 latest CoFR 12mar18; in basic Rossiya c/s with '223 LO' badge; l/n MIJ 08dec21 stored at the factory, seen also 30aug97 and 13aug99; ordered by the Russian Air Force in VIP configuration 05sep08; both c/n and registration painted on by jan09, being worked upon; see c/n 95A1007
94A985	RA-85809	Tu-154M	Aviaenergo	mfd	05dec94	rgd 29may95; f/n VKO 01jul95; l/n VKO 06may03; see rgd next line
	RA-85809	Tu-154M	South East	trf	2011	
94A986	RA-85805 RA-85805	Tu-154M Tu-154M	TyumenAviaTrans UTair	mfd rgd	27jul94 10dec02	
94A987	RA-85806 RA-85806	Tu-154M Tu-154M	TyumenAviaTrans UTair	mfd rgd	06mar95 10dec02	
94A988	RA-85807	Tu-154M	Ural Airlines	mfd	17mar95	
94A989	RA-85808 RA-85808 RA-85808	Tu-154M Tu-154M Tu-154M	TyumenAviaTrans UTair	mfd mfd rgd	28jul95 10dec02	
95A990	RA-85813 RA-85813	Tu-154M Tu-154M	TyumenAviaTrans UTair	mfd rgd	19may95 10dec02	
01A991	RA-85811(2) RA-85843	Tu-154M Tu-154M	primer Rossiya	Sae mfd	30aug97 07may01	
03A992	RA-85843 RA-85844 RA-85844	Tu-154M Tu-154M Tu-154M	Russian Air Force Rossiya Ural Airlines	trf Sae mfd	jan20 10aug01 14apr03	
95A993	--	Tu-154M		Sae	jan96	
95A994	RA-85814	Tu-154M	Ural Airlines	ZIA	24aug95	
98A995	RA-85820	Tu-154M	TyumenAviaTrans	mfd	25aug98	
	RA-85820	Tu-154M	UTair	rgd	05dec02	
06A996	-- RA-85816(2) RA-85123(2)	Tu-154M Tu-154M Tu-154M	primer Kuban Airlines	Sae Sae r/o	jan96 13aug99 01may06	
	RA-85123(2)	Tu-154M	AviaPRAD	BCN	02jun07	
	RA-85123(2)	Tu-154M	VIM-Avia	DME	25jun08	
	RA-85123(2) RA-85123(2)	Tu-154M Tu-154M	Aviaenergo Continent	BCN VKO	20jun09 31jan11	
12A997	RA-85123(2) RA-85817(2)	Tu-154M Tu-154M	Russian Air Force primer	CKL Sae	jan19 jan96	

	RA-85041(2)	Tu-154M	Russian Air Force	f/f	09jul12	VIP aircraft; h/o 08aug12; rgd 21sep12; opb 6991 AvB at Chkalovski; in basic Rossiya c/s, small 'VVS Rossi' titles on fin; seen SVX 28jan13 with additional '223 LO' badge; titles removed in 2017; l/n AER sep22; see c/n 73A041
12A998	-- RA-85042(2) RA-85042(2)	Tu-154M Tu-154M Tu-154M	primer primer Russian Air Force	Sae f/f h/o	jan96 05dec12 19feb13	stored at the factory; ordered by the Russian Air Force 05sep08; the last ever Tu-154 completed l/n 21dec12 before entering the paint shop; see c/n 73A042
..A999	-- RA-85819(2)	Tu-154M Tu-154M	bare metal	Sae Sae	jan96 30aug97	VIP aircraft; opb 223 LO at Chkalovski; in basic Rossiya c/s with 'VVS Rossi' titles on tail and '223 LO' badge; f/n in the Aviakor factory 19feb13; ferried to CKL 20feb13; rgd 01apr13; seen with small titles at Samara Bezymyanka 30nov16; title removed by 2017 seen AAQ 30may18; no titles, just a '223 LO' badge; titles removed in 2017; l/n VKO 07aug23 active
10A1000	-- RA-85155(2)	Tu-154M Tu-154M	primer Russian Air Force	Sae h/o	jan96 29apr10	stored at the factory; the Russian MoI showed interest in this aircraft in 2015 c/n not confirmed, but surmised as if allocated in order at the factory; seen in bare metal with faded registration at the factory aug09/nov11; airframe not completed before production ceased in feb13; see c/n 97A1008
07A1001	-- RA-85057(2)	Tu-154M Tu-154M	Samara	Sae mfd	jan96 30jul07	stored at the factory; seen jan09 being worked on
	RA-85057(2)	Tu-154M	South East	STN	28may11	VIP aircraft; opb 8 adon at Chkalovski; in basic Rossiya c/s, no titles; ferried to Chkalovski 29apr10; rgd 01jun10; seen PRG 25aug10 with 'VVS Rossi' titles on tail; titles removed in 2019; l/n ANK 07jun24; see c/n 76A155
	RA-85057(2)	Tu-154M	UTair	VKO	21mar12	stored at the factory d/d 14dec07; VIP aircraft; rgd 26dec07; owned by and initially operated for the administration of the Samara region; h/o (on paper) 15apr07; f/f probably 04jul07; in white c/s with a large red/white/blue band along fuselage and fin and a Samara region coat-of-arms on the fin; initially carried additional 'Krylia Sovetov' (a Samara football team) titles; f/n BUD 03jan08; l/n as such TXL 20jan08; seen KUF 19jun08 with additional 'Natsionalnaya sbornaya komanda Rossii po futbolu' (Russian National Football Team) titles; the operator's certificate of Samara was revoked 30sep08; leased to Zapolyarye 13jan09; l/n DME 04sep10, still in full Samara colours; see c/n 74A057
..A1002 00A1003	-- 1003	Tu-154M Tu-154M	Czech Air Force	Sae d/d	jan96 29jul00	leased to Avialinii Dagestana (dba South East) 13apr11 (for 2 years); in the same basic c/s as above; l/n VKO 07mar12
08A1004	-- RA-85084(2)	Tu-154M Tu-154M	FSB	Sae mfd	jan96 09apr09	in the same basic c/s as above, original titles painted out and 'UTair' titles below the cockpit; l/n VKO 09jun13; was earmarked to be 'donated' by Aviakor to the Russian Air Force as an attrition replacement for c/n 83A587, but by mar16 was offered for sale by auction; canx 22feb23 as trf to the State Aviation register
94A1005	RA-85812 RA-85812 RA-85812 RA-85812 RA-85812	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Sakha Avia Sairair Sakha Avia Yakutiya	mfd trf SVO rgd rgd	23mar95 20jul95 mar99 09jun99 07aug02	stored at the factory
95A1006	RA-85816(1) RA-85816(1) RA-85816(1)	Tu-154M Tu-154M Tu-154M	Aeroflot Bashkirian Al Transeuropean	VKO rgd SVO	01jul95 08jul95 nov98	VIP aircraft for the higher echelons of the Federal Security Service; opb OAOVN at SVO, but officially in operator's certificate of Rossiya for insurance reasons; in white/light grey c/s with Belavia-style blue cheatline, no titles; h/o 10apr09; rgd 27apr09; l/n VKO 04aug24
	RA-85816(1) RA-85816(1)	Tu-154M Tu-154M	Shaheen Air Intl Bashkirian Al	DXB UFA	30may99 15jan02	f/n SVO 16may95
95A1007	RA-85817(1) RA-85817(1)	Tu-154M Tu-154M	Avial. Tatarstana Samara	mfd trf	28sep95 11oct96	f/n SVX 20aug95; l/n VKO 24aug97
	EP-LBM	Tu-154M	Kish Air	rgd	01may99	in blue/white c/s with titles and tail logo
	RA-85817(1)	Tu-154M	Samara	rgd	24aug04	f/n TOF 16sep99; l/n UTP 14jan02
97A1008	RA-85819(1)	Tu-154M	Tyumen Airlines	mfd	15jul97	f/n YKS 14aug03; seen VKO 17sep12, active; l/n YKS 30mar13/20apr15 stored; canx before apr16; broken up
	RA-85819(1) RA-85819(1) EP-TBA	Tu-154M Tu-154M Tu-154M	Yamal UTair Taban Air	SVO VKO DXB	may99 22jul07 02mar09	official mfd 11jul95; rgd 08aug95; see c/n 06A996
97A1009	RA-85828	Tu-154M	Avialin. Dagestana	mfd	20dec97	f/n DXB 05nov95; l/n IST 13jul98
	UP-T5409	Tu-154M	Kaz Air Trans	SAW	12aug12	leased from Bashkirian Airlines; in modified ex Bashkirian Al blue/white c/s with titles and tail logo; l/n TFS 26dec98
95A1010	EW-85815	Tu-154M	Belarus Government	mfd	aug95 ?	leased from Bashkirian Airlines; in white c/s with blue cheatline, tail logo and titles; l/n DXB 20jul01
98A1011	RA-85840 RA-85840	Tu-154M Tu-154M	Avialin. Dagestana Eurasia	mfd rgd	28dec98 17sep02	w/o 01jul02 on a flight from Moscow to Barcelona at night when the crew decided to follow the ATC controller's erroneous instructions to descend instead of the TCAS' resolution advisory to climb so that the aircraft collided at a height of 10,650 metres with Boeing 757-23APF A9C-DHL of DHL Airways over Lake Constance (southern Germany), broke up in 4 pieces and crashed near Überlingen, all 12 crew and 57 passengers (among them many children) as well as both pilots of the Boeing 757 killed; the air traffic controller held responsible for the accident was killed by a relative of one of the victims 24jan04; soc 01oct02
98A1012	RA-85840 RA-85840 OM-BYR	Tu-154M Tu-154M Tu-154M	Avialin. Dagestana South East Slovak Government	rgd VKO mfd	28oct03 29aug11 18mar98	f/n IST 07dec95; l/n ZRH feb96 in basic Aeroflot c/s with 'Tatarstan' titles; see c/n 12A997
98A1013	4K-AZ10	Tu-154M	Azerbaijan Gvt	d/d	mid-98	rgd 22nov96 to Aerovolg; photo GVA may97 and DME aug97; in full red c/s; seen DXB 18nov97; l/n SVO 09aug98; canx 06may99 and soc 16may99 as leased to Iran
98A1014	OM-AAA RA-85834 RA-85834	Tu-154M Tu-154M Tu-154M	Slovak Airlines Pulkovo Avia Rossiya Russian Al	mfd rgd rgd	30dec97 05dec03 12oct06	f/n DXB 03dec99; l/n SHJ 19mar00; leased from Samara and in basic ex-Samara c/s; photo exists DXB with additional logos and titles promoting the 'Kish Summer Festival 7th July-22nd August'; seen KUF 28jun02, no reg or titles with just 'M' on the nose wheel door
98A1015	OM-AAB OM-AAB OM-AAB RA-85835(2) RA-85835(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Slovak Airlines Balkan Slovak Airlines Pulkovo Avia Rossiya Russian Al	mfd LHR BTS rgd rgd	07may98 01oct01 14dec02 05dec03 12oct06	f/n KUF 08jul04; l/n as such KHV 05sep06; seen with additional small 'Krasnoyarskiye avialinii' titles GOJ 20jul07; operator's certificate revoked 30sep08; seen KJA jul10/aug12, stored; broken up at KJA nov14
96A1016	OK-BYZ 1016	Tu-154M Tu-154M	Czech Government Czech Air Force	mfd trf	10dec96 31dec98	rgd 20jul97; f/n DME 20aug97; l/n SHJ 04apr98 with additional 'Yamal' titles; see RA-85819(2) with surmised c/n ..A999
	OK-BYZ	Tu-154M	Czech Government	UHE	aug18	CoFR renewal 29jan01; l/n TJM 22jun06
						l/n VKO 24apr08
						l/n KIH 20dec10; seen MHD jan12/may16, stored
						rgd 13jan98; f/n VKO mar98; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side, named 'Rasul Gamzatov' after a famous Dagestani poet; carried additional small 'Moi Dagestan' (My Dagestan) titles on the nose since at least apr02; l/n SHJ 06dec11; seen stored MCX 23mar12; photo DMB 10jul12, stored in full c/s, no titles
						all-white c/s, titles and tail logo only; seen DMB 31aug12/24jun13 probably stored; offered for sale jun18 by Avialux of Kiev with 15,117 hours, 5,521 cycles for \$700,000; l/n FRU oct18/may24 wfu
						f/n DTW 26oct95; in white c/s with grey undersides and red cheatline with 'Belarus' titles; repainted by jan98 with green/red cheatline and coat of arms on the fin; colours again modified by mar02 with green/red stripes added to the fin; still active MSQ 15oct16; advertised for sale nov18 by action (05dec18) with a reserve of \$2m; presumably was not sold; l/n MSQ 02jul19; stored; dismantled by MZGA-407 commencing summer 2021 and transported by road in sections to Lipki for re-assembly and preservation; the fuselage with titles covered was the last to arrive 24sep21; seen Lipki 22jan22 completely re-assembled; l/n nov24
						d/d 30dec98; rgd 02may99; with 'h' in the English titles (Daghestan Airlines) on the starboard side and additional 'Wells' logo FRA dec00; l/n VKO 21aug02
						was already f/n VKO 05sep02; in basic Avialinii Dagestana c/s with Eurasia titles and tail logo, carried additional 'National Football Team of Russia' titles and badge; l/n VKO 24aug03
						f/n VKO 24jun06; with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n DME 19jun11
						l/n SAW 16oct11, active; seen MCX jun13/may15, stored; canx 23sep21
						d/d 19mar98; export CoFA dated 18mar98; in white c/s with blue and red trim; 'Slovenská Republika' titles; wfu by may14 and used as a spares resource for OM-BYO; l/n BTS 13oct18/18aug23; seen BTS 21sep24, in the process of being dismantled for transport to Fantazia Liptov Park in Liptovský Mikuláš (N49.096975 E19.596575)
						initially with 'Azerbaycan' titles and Azerbaijani flag, l/n as such in late 2005; repainted in full Azerbaijan Airlines c/s (with 'Azerbaijan' titles and 'AZAL' logo on fin) in 2006 for passenger flights, named 'Absheron'; f/n as such WAW 21may07; seen LUX 22mar13; l/n GYD oct15/apr18, stored
						Tu-154M-100; export CoFA dated 14jan98; d/d 16jan98; named 'Púchov' after a town in north-western Slovakia; l/n BTS 04oct03; ferried BTS-VKO-Samara-Bezymyanka 27oct03
						f/n HEL 04jun04; l/n HAM 17sep06
						initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such SXF 14oct06 and l/n as such CDG 21jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such DUS 04mar07; excluded from the operator's certificate 29dec09; CoFA expired 30dec09; t/t 14,351 hours and 6,257 cycles by 01jan10; sat wfu at LED, seen jun10/jul13; scrapped at LED aug13, tail cut off by 13aug13; was sold as scrap metal 27aug13, for USD 12,000
						Tu-154M-100; had -85923 allocated; export CoFA dated 05may98; d/d 08may98; named 'Gerlach' after the highest mountain of the High Tatras; l/n PMI 06jul01
						leased from Slovak Airlines; in basic Slovak Airlines c/s with Balkan titles and Slovak Airlines logos; l/n STR 21sep02
						now without titles (with logos only); l/n SVO 29sep03; ferried BTS-VKO-Samara-Bezymyanka 20oct03
						f/n LED 02jul04; l/n DUS 10sep06; see c/n 85A716
						initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 07oct06 and l/n as such DUS 21jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such KKK 11feb07; excluded from the operator's certificate 29dec09; t/t 14,421 hours and 6,369 cycles by 01jan10; CoFA expired 07may10; sat wfu at LED, seen jun10/jul13; scrapped at LED aug13; was sold as scrap metal 27aug13, for USD 12,000
						export CoFA dated 10dec96; rgd 12dec96; d/d 14dec96; the sole Tu-154 delivered in 1996; canx 31dec98
						l/n operational PRG 06nov07; wfu nov07 with t/t 3,725 hours and 1,954 cycles; offered for sale by the STV Group 11jan08/03oct10; was stored at Kbely with the serial painted out, l/n jul14; acquired by the Olomouc museum dec14; seen Kbely 23dec14/may16, in the process of slowly being dismantled; transported by road to Kunovice 23sep16 and preserved in Letecké muzeum v Kunovicích at Kunovice from 03mar18; l/n 08jul18
						now repainted as OK-BYZ; l/n sep24

97A1017	--	Tu-154M	bare metal	Sae	27jun02	bare metal; was planned for delivery to the Ukrainian government; airframe not completed before production ceased in feb13
98A1018	OM-AAC	Tu-154M	Slovak Airlines	mfd	03sep98	Tu-154M-100; export CoFA dated 01sep98; d/d 12sep98; named 'Detva' after a town in central Slovakia; l/n as such HRG 21oct03; adorned for a movie with 'Air Center' titles and a German flag, seen as such Tokol 30sep99; back at BTS 10oct99; adorned with 'Markiza Televizia' (a local TV station) advertising; f/n as such PRG 23mar01; l/n as such BTS 20jul03; ferried BTS-VKO-Samara-Bezmyanka 11nov03 f/n LGW 29aug04; l/n DUS 02sep06; see c/n 85A717
	RA-85836(2) RA-85836(2)	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd rgd	05dec03 12oct06	initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 22oct06 and l/n as such BUD 10jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such CDG 18feb07; excluded from the operator's certificate 29dec09; t/t 13,647 hours and 5,861 cycles by 01jan10; CoFA expired 03sep10; sat wfu at LED, seen aug10/jul13; scrapped at LED aug13, was sold as scrap metal 27aug13, for USD 12,000
05A1019	RA-85019(2)	Tu-154M	FSB	f/f	08dec05	official mfd 14apr06; VIP aircraft for the higher echelons of the Federal Security Service; opb oao sn FSB at VKO, but officially in operator's certificate of Rossiya for insurance reasons; in white/light grey c/s with Belavia-style blue cheatline, no titles; h/o 20dec05; f/n SVO 02jul06; CoFR renewal 29oct10; l/n TAS 06sep24 active; see c/n 71A019
01A1020	RA-85833	Tu-154M	Ural Airlines	mfd	27sep01	rgd 10oct01; highest known completed c/n, but not the last Tu-154 built which is c/n 12A998; d/d 03jun02; f/n BCN 06jul02; seen DME 29mar09 in new colours (the only Tu-154 of Ural Airlines which received them); seen LED 18sep11 active; l/n SVX 11mar12/20aug12, stored f/n KZN 27dec12; in basic ex-Ural Airlines c/s, with titles; l/n VKO 01dec13
	RA-85833 RA-85833	Tu-154M Tu-154M	Tatarstan AK Bars Aero	rgd KZN	20nov12 28dec13	in basic ex-Ural Airlines c/s, with titles; l/n KZN 03oct14/25sep17; canx between 13sep17 and 24oct17
..A1021	--	Tu-154M	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
..A1022	--	Tu-154M	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
..A1023	--	Tu-154M	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
..A1024	--	Tu-154M	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
..A1025	--	Tu-154M	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped

Tu-154s with unknown c/ns

---	CCCP-85278	Tu-154	Aeroflot	KBP	1992	and VKO 22apr93; not on Soviet or Russian Federation register !
---	RA-85479(2)	Tu-154M	Airlines 400/AFL	VKO	23mar05	in new Aeroflot c/s with 'A400' titles on nose, paintjob not authorized by Aeroflot and probably undone again; to RA-85740 ?; see c/ns 81A479 and 91A895
---	CCCP-85517	Tu-154	Aeroflot	VKO	26sep86	seen again KBP 19mar91 and VKO 22apr93; mispainted ?; according to the factory this registration never existed, and not on Soviet or Russian Federation register; see c/n 517
---	CCCP-85541 RA-85541	Tu-154B-2 Tu-154B-2	Aeroflot Aeroflot	LED SVO	29nov82 04jul93	not on Soviet or Russian Federation register ! seen again MSQ 08jul93 and SVO 30aug93 and 02sep93; regarding the number of sightings during this short period this must have been a mispaint !
---	RA-85826(2) EP-ARI	Tu-154M Tu-154M	all primer Mahan Air	Sae THR	30aug97 dec98	see c/n 89A812 l/n DXB 03apr99; in basic Aeroflot c/s; reported as leased from Samara Airlines; another photo exists in all-white c/s with titles and small green logo on the tail
---	EP-LBF HA-LCY	Tu-154M Tu-154M	Kish Air Pannon Airlines	DXB	13nov97 17may00	in basic ex Samara c/s with Kish Air titles; l/n DXB 18jan98; not c/n 95A1007 allocated without c/n; procedure interrupted by Pannon Airlines jun00

Tupolev Tu-160

The c/n is explained as follows: Prototypes; the first two digits are the product code (izd. 70); they are followed by the sequential number of the aircraft. Production aircraft; The construction number is explained as follows: The meaning of the first digit (8) of the construction number is not known, it might be a product code. The second digit seems to be the quarter of production and the third digit the year of production. The fourth and fifth digits are the number of the batch while the meaning of the sixth digit is not known, the seventh digit is the number in the batch and the last digit is probably relating to the number of the team of workers which assembled the aircraft.

3 Tu-160 prototypes built by MMZ "Opyt" (Factory No. 156) at Moscow-Lefortovo and its outlet at Zhukovskii

70-00	--	Tu-160	Tupolev OKB			static test airframe in 1:3 scale
70-01	"18" grey	Tu-160	Tupolev OKB	mfd	jan81	first prototype, also referred to as 70-00 by the OKB; construction started in 1977; transported by road to Zhukovskii in summer 1980; ground system checks started 22oct80; r/o 18aug81; f/f 18dec81 from Zhukovskii; in natural metal Soviet Air Force c/s, initially without code; first M=1 flight jun85; f/n ZIA 16aug92; l/n ZIA aug97, derelict; probably scrapped
70-02	--	Tu-160	Tupolev OKB	mfd	1982 ?	static test airframe; tested to destruction by TsAGI; forward fuselage stored dismantled at Zhukovskii
70-03	"29" grey	Tu-160	Tupolev OKB	f/f	06oct84	second prototype, pre-production aircraft; in natural metal Soviet Air Force c/s, initially without code; established several world records 15may90; f/n ZIA 16aug92; seen stored ZIA aug03; was reportedly seen at Kazan-Borisoglebskoye around 2008/10; photo at Kazan-Borisoglebskoye 09aug14, stored

32 Tu-160 production aircraft built by KAPO (Factory No. 22) in Kazan-Borisoglebskoye in 1984-2010

834 01 5 17	"30" grey	Tu-160S ?	Tupolev OKB	f/f	10oct84	from Kazan; line # 01-01; in Soviet Air Force c/s, the first Tu-160 painted in white; sat wfu at Zhukovskii, with the nose and two engines missing, seen aug92/aug07
844 01 9 23	"56" grey	Tu-160S ?	Tupolev OKB	f/f	16mar85	line # 01-02; in Soviet Air Force c/s; w/o 06mar87 when crashed on take-off due to an engine fire
825 02 6 18	"86" grey	Tu-160S ?	Tupolev OKB	f/f	25dec85	line # 02-01; in Soviet Air Force c/s; f/n ZIA 16aug92; sat wfu (without engines) at Zhukovskii, seen aug13; may be earmarked for display at Monino
845 02 3 24	"87" grey	Tu-160S ?	Tupolev OKB	f/f	15aug86	line # 02-02; in Soviet Air Force c/s; used as a flying test-bed for systems trials at Zhukovskii; f/n ZIA 16aug92; seen with the exhibition number '202' ZIA aug93/aug95; arrived at KAPO for overhaul 12jul00, with t/t 900 hours (the first Tu-160 to undergo overhaul)
	"19" red	Tu-160S	Russian Air Force	h/o	05jul06	at Kazan-Borisoglebskoye; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Valentin Bliznyuk' 05jul06 after the chief designer of the Tu-160; arrived at Engels 05jul06
	RF-94113	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "19" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Valentin Bliznyuk' after the chief designer of the Tu-160 who passed away 30dec19; attacked IS targets in Syria 19nov15; photo inside at KAZ 10mar16; l/n Kubinka 21may16
846 02 4 38	"30" red	Tu-160S	Soviet Air Force	mfd	1986	line # 02-03; d/d 25apr87; opb 184 tbap at Priluki; one of the first Tu-160s delivered to Priluki; was reportedly "10" red initially
	"30" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 31mar00
846 03 7 12	"31" red	Tu-160S	Soviet Air Force	mfd	1986	line # 03-01; opb 184 tbap at Priluki; was reportedly "11" red initially
	"31" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 25apr00
827 03 6 29	"32" red	Tu-160S	Soviet Air Force	mfd	1987	line # 03-02; opb 184 tbap at Priluki; was reportedly "12" red initially
	"32" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 02feb01
---	--	Tu-160S	Soviet Air Force	no	reports	line # 03-03; reportedly a dynamic test airframe for fatigue trials; was assumed to have crashed near Yegoryevsk in 1989, but that seems to be wrong
837 03 8 45	"33" red	Tu-160S	Soviet Air Force	mfd	1987	line # 03-04; opb 184 tbap at Priluki
	"33" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 07jun00
847 03 4 53	"25" red	Tu-160S	Soviet Air Force	mfd	1987	line # 03-05; opb 184 tbap at Priluki
	"25" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 01dec00
847 04 2 17	"63" grey	Tu-160S	Tupolev OKB	mfd	16mar88	line # 04-01; in Soviet Air Force c/s; f/f 22mar88; f/n ZIA 16aug92
	"342" black	Tu-160SK	Tupolev OKB	LBG	jun95	demonstrator aircraft of the airborne SLV system; received the exhibition number from the Le Bourget airshow as its new code; used the call-sign 'RA-04217' on its departure from LBG jun95; displayed at LBG jul95 and at ZIA 19/24aug97 with a full-scale mock-up of the "Burtak" suborbital launcher rocket; named 'Boris Veremei' 22dec05 after a Tupolev test pilot; l/n ZIA 22dec05
	no code	Tu-160S	Tupolev OKB	ZIA	21aug07	l/n ZIA 07aug09; contract for overhaul and modernisation by KAZ signed 14jun17; seen in primer in KAZ with a table in front saying '401' and 'M2'
	RF-94444	Tu-160M	primer	f/f	sep21	equipped with the new NK-32-02 engines and new avionics; initially still in primer without any markings apart from the registration; seen as such Kazan-Borisoglebskoye 17sep21, flying; painted in white c/s with 'VKS Rossii' titles and Russian stars and received the code "09" red; named 'Boris Veremei'; f/n as such feb22; seen ZIA apr23; l/n in the KAZ factory 21feb24
818 04 9 21	"26" red	Tu-160S	Soviet Air Force	mfd	30jun88	line # 04-02; opb 184 tbap at Priluki
	"26" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; soc 13nov00; last flight 30mar00 to Poltava (the last flight of a Ukrainian Tu-160) and preserved in the Ukrainian Air Force Museum there since, l/n may19
828 04 7 34	"20" red	Tu-160S	Soviet Air Force	mfd	1988	line # 04-03; opb 184 tbap at Priluki
	"20" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 26nov99
828 04 5 47	"21" red	Tu-160S	Soviet Air Force	mfd	1988	line # 04-04; opb 184 tbap at Priluki; shown to the Chairman of the US Joint Chiefs of Staff, Admiral William Crowe, at Kubinka 13jun89
	"21" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 24mar00
838 04 3 52	"22" red	Tu-160S	Soviet Air Force	mfd	14feb89	line # 04-05; opb 184 tbap at Priluki

	"22" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels in late 1999 or early 2000
	"14" red (2) RF-94103	Tu-160S Tu-160S	Russian Air Force Russian Air Force	r/r Eng	2000 02aug12	opb 121 tbap (redesignated 6950 AvB in late 2009) at Engels; f/n Engels 17aug01; see c/n 81006741 also carried code "14" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Igor Sikorsky' in 2012 after the famous Russo-American aircraft designer; f/n as such Engels 10nov12; l/n Engels 16aug14; under overhaul with KAZ at Kazan from at least nov15
	no reg	Tu-160M	Russian Air Force	f/f	02feb20	the first example of this modernised version; mostly in primer with only Russian stars on the fin, 'VVS Ro' and 'rsky' remaining visible; first flew with the new NK-32-02 engines 03nov20 (as the first Tu-160 with these engines)
	RF-94103	Tu-160M	Russian Air Force	ZIA	10mar21	also carried code "14" red; opb 6950 AvB at Engels; with 'VKS Rossii' titles and Russian stars; named 'Igor Sikorsky'; ferried from the KAZ factory to ZIA for tests 10mar21; l/n ZIA 01nov23
848 05 8 13	"23" red "23" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 05-01; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 19oct00
848 05 4 25	"24" red "24" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 05-02; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; t/t 466 hours; scrapped at Priluki 14jan99 (as the first Ukrainian Tu-160 which was destroyed)
829 05 8 36	"16" red	Tu-160S	Soviet Air Force	mfd	06jun90	line # 05-03; c/n confirmed by Ukrainian Customs data base and a Ukrainian Air Force Tu-160 listing; opb 184 tbap at Priluki; shown to French Defence Minister Jean-Pierre Chevènement at Kubinka mar89
	"16" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; seen Kubinka mar93, still in full Soviet Air Force markings; seen Priluki 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and flown to Engels in late 1999 (as the second of the transferred Ukrainian Tu-160s)
	"16" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 17apr03; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Alexei Plokhov' 17apr03 after a famous bomber pilot and Hero of the Soviet Union; initially without titles and with Red Stars; l/n as such Engels 16aug05; last overhaul completed by KAPO 10apr09; f/n with 'VVS Rossii' titles and Russian stars Engels 15aug10, c/n checked on a plate on the nose-wheel strut as '81905836'
	RF-94107	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "16" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Alexei Plokhov'; l/n Kubinka 19aug22
839 05 1 42	"17" red "17" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 05-04; opb 184 tbap at Priluki opb 184 tbap at Priluki; named 'Priluki'; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels 19jan00
	"17" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Valeri Chkalov' 07feb04 after a famous Soviet test pilot of the 1930s; initially without titles and with Red Stars, l/n as such Engels 01nov05; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10
	RF-94110	Tu-160S	Russian Air Force	Eng	20aug11	also carried code "17" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Valeri Chkalov' after a Russian aircraft test pilot and a Hero of the Soviet Union; overhauled by KAPO in 2011; attacked IS targets in Syria 20nov15; l/n in its old colours Engels 19aug17; c/s amended and titles changed to 'VKS Rossii'; f/n as such Engels 04may18; l/n Engels 23dec20
839 05 9 53	"15" red "15" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 05-05; opb 184 tbap at Priluki opb 184 tbap at Priluki; seen Priluki 15sep95 and 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and flown to Engels in late 1999 as the third of the transferred Ukrainian Tu-160s
	"15" red	Tu-160S	Russian Air Force	Eng	17aug01	opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vladimir Sudets' 03dec04 after a Soviet air commander during World War II, commanding the 17th Air Army, and later became Marshal of the aviation; arrived with KAPO for overhaul in 2011
	RF-94108	Tu-160S	Russian Air Force	ZIA	mar14	also carried code "15" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vladimir Sudets'; attacked IS targets in Syria 17nov15; l/n over Moscow 09may20; seen Engles may21 now with 'VKS Rossii' titles; l/n Kubinka aug21
849 06 2 17	"10" red "10" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 06-01; opb 184 tbap at Priluki opb 184 tbap at Priluki; on a photo with the Red Stars painted out, without Ukrainian markings; seen Priluki aug97 and 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and ferried to Engels 06nov99 (as the first of the transferred Ukrainian Tu-160s)
	"10" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; underwent heavy maintenance with KAPO in 2008; named 'Nikolai Kuznetsov' 09aug08 after a Soviet aircraft engine designer; initially without titles and with Red Stars, l/n ZIA 19sep09; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10
	RF-94100	Tu-160S	Russian Air Force	ZIA	12jul11	also carried code "10" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Nikolai Kuznetsov'; l/n in its old colours ZIA 22aug17; c/s amended and titles changed to 'VKS Rossii'; f/n as such Engels 04may18; l/n Engels 23dec20
849 06 8 26	"11" red "11" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 06-02; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels 21feb00 (as the last but one of the transferred Ukrainian Tu-160s)
	"11" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vasili Senko' 15oct02 after a distinguished bomber pilot and Hero of the Soviet Union; l/n Engels 12apr11
	RF-94114	Tu-160S	Russian Air Force	Bly	24jun11	also carried code "11" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vasili Senko' a Soviet Air Force colonel and the only navigator who was twice awarded the title Hero of the Soviet Union; last overhaul completed 28jan16; l/n OVB 23sep18
849 06 3 35	"12" red	Tu-160S	Soviet Air Force	mfd	1988	line # 06-03; opb 184 tbap at Priluki; shown to US Secretary of Defense Frank Carlucci at Kubinka 02aug88
	"12" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; seen Priluki 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and ferried to Engels in late 1999 or early 2000
	"12" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Alexander Novikov' 21dec00 after a 1940s Air Chief Marshal; l/n Engels 01nov05; arrived with KAPO for heavy maintenance in 2011
	RF-94109	Tu-160S	Russian Air Force	Eng	early13	also carried code "12" red; with 'VVS Rossii' titles and Russian stars; named 'Alexander Novikov'; l/n Engels 21sep18
810 06 7 41	"14" red (1) "14" red (1)	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1990 1992	line # 06-04; opb 184 tbap at Priluki; established several world records 31oct89; see c/n 83804352 opb 184 tbap at Priluki; seen Poltava 24sep94 in full Ukrainian Air Force markings; l/n Priluki 22may98; t/t less than 100 hours; scrapped at Priluki 16jan99
820 06 4 58	"18" red	Tu-160S	Soviet Air Force	mfd	aug91	line # 06-05; ferried to Priluki oct91; opb 184 tbap at Priluki; shown to political and military leaders of the CIS at Minsk-Machulishchi 13feb92
	"18" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; never flew in Ukrainian Air Force markings; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels 21feb00 (as the last one of the transferred Ukrainian Tu-160s)
	"18" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; underwent overhaul and modernisation with KAPO/KAZ from 10feb10
	RF-94111	Tu-160S	Russian Air Force	f/f	16nov14	after overhaul; also carried code "18" red; with 'VVS Rossii' titles and Russian stars; named 'Andrei Tupolev' after the aircraft designer; h/o at the KAZ factory 19dec14; l/n Engels mar21
820 07 6 17	"01" red	Tu-160S	Russian Air Force	mfd	30dec91	line # 07-01; toc 16feb92 ?; opb 121 tbap at Engels; named 'Mikhail Gromov' 22feb99 after a famous Soviet test pilot; seen Engels 17aug01; w/o 18sep03 when crashed between Soyetskoye and Stepnoye 40 km from Engels after an in-flight fire caused by a fuel tank which exploded because it had not been filled with nitrogen to save money; t/t 537 hours 58 minutes and 539 cycles
830 07 5 26	"02" red	Tu-160S	Russian Air Force	mfd	30jun92	line # 07-02; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vasili Reshetnikov' 23dec99 after a 1970s commander of long-range aviation; seen Engels 17aug01; initially without titles and with Red Stars; underwent heavy maintenance with KAPO 05jul08/28dec09; received 'VVS Rossii' titles and Russian stars; f/n as such overhead Moscow 09may10
	RF-94102	Tu-160S	Russian Air Force	Bly	28jun11	also carried code "02" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vasili Reshetnikov'; overhauled by KAZ in 2015/16; l/n in its old colours Kazan-Borisoglebskoye 14jul17; c/s amended and titles changed to 'VKS Rossii'; f/n as such Shaikovka 06may18; modernised by KAZ and h/o 23apr20; l/n Kubinka 31aug21
830 07 3 35	"03" red	Tu-160S	Russian Air Force	mfd	1992	line # 07-03; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; seen Engels 17aug01; named 'Pavel Taran' 31jul02 after a distinguished pilot and Hero of the Soviet Union; modernised by KAPO in 2003; President Vladimir Putin flew on it on a mission from Chkalovski to Olenegorsk 16aug05; underwent heavy maintenance with KAPO 30sep09/2011
	RF-94101	Tu-160S	Russian Air Force	Bly	jun10	also carried code "03/1" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Pavel Taran'; l/n 11nov21
840 07 1 42	"04" red	Tu-160S	Russian Air Force	mfd	30dec92	line # 07-04; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Ivan Yarygin' 06jan99 after a famous Soviet wrestler who won the Olympic gold medal in 1972; seen Engels 17aug01; l/n ZIA 17aug05; underwent heavy maintenance with KAPO 20mar09/16aug10
	RF-94112	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "04" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Ivan Yarygin'; l/n in its old colours Engels feb18; c/s amended and titles changed to 'VKS Rossii'; f/n as such Engels mar19; modernised by KAZ and h/o 23apr20; l/n over Moscow 09may21
840 07 2 59	"05" red	Tu-160S	Russian Air Force	mfd	21jul93	line # 07-05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Ilya Muromets' may95 as the back-up for "06" red for the Victory Day Parade; renamed 'Alexander Golovanov' 07aug99 after a 1940s commander of long-range aviation; seen Engels 17aug01; l/n Engels 01nov05; underwent heavy maintenance with KAPO from 02sep10
	RF-94104	Tu-160S	Russian Air Force	ZIA	12aug12	also carried code "05" red; opb 6950 AvB at Engels; named 'Alexander Golovanov'; with 'VVS Rossii' titles and Russian stars; l/n Engels 19aug17
843 08 2 16	"06" red	Tu-160S	Russian Air Force	ph.	09may95	line # 08-01; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Ilya Muromets' 09may95 after a mythical Russian hero; f/n over Moscow 09may95; initially without titles and with Red Stars; seen Engels 17aug01; l/n as such Engels 16aug05; underwent heavy maintenance with KAPO 19feb08/16jul09; received 'VVS Rossii' titles and Russian stars; f/n as such over Moscow 09may10
	RF-94105	Tu-160S	Russian Air Force	Eng	16jun11	also carried code "06" red; opb 6950 AvB at Engels; in all-white c/s with 'VVS Rossii' titles and Russian stars; named 'Ilya Muromets'; l/n Engels 22jul14
	RF-94105	Tu-160M	Russian Air Force	ph.	21feb24	in the KAZ factory after modernisation; also carried the code "06" red; in all-white c/s with 'VKS Rossii' titles, Red Stars and a long-range aviation badge behind the cockpit; named 'Ilya Muromets'; President

824 08 4 27	no code "07" red	Tu-160S Tu-160S	primer Russian Air Force	r/o d/d	23dec97 05may00	Vladimir Putin flew on it 22feb24; severely damaged 11mar24 while being prepared for a flight at the KAZ factory when an engine caught fire (due to the use of counterfeit parts during overhaul by ODK) and the fire spread to 2 other engines as well line # 08-02; f/f 10sep99; mfd 21mar00 opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Alexander Molodchi' 27jun00 after a famous WWII bomber pilot and Hero of the Soviet Union; f/n Engels 17aug01; tender for modification published 29jun09; l/n MYC 11sep08 also carried code "07" red; opb 6950 AvB at Engels; named 'Alexander Molodchi'; with 'VVS Rossii' titles and Russian stars; l/n Engels 19aug17 in the KAZ factory after modernisation; also carried code "07" red; in all-white c/s with 'VKS Rossii' titles, Red Stars and a long-range aviation badge behind the cockpit; named 'Alexander Molodchi' line # 08-03; h/o 29apr08 at Engels and named 'Vitali Kopylov' after a former general manager of KAPO; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels also carried code "08" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vitali Kopylov'; attacked IS targets in Syria 19nov15; seen sep18 location unknown now with 'VKS Rossii' titles; l/n over Moscow 07may22 line # 08-04; f/f in late dec17; painted in white c/s with 'VVS Rossii' titles and Russian stars; named 'Pyotr Deinekin' after the C-in-C of the Russian Air Force in the 1990s; f/n as such with KAZ 24jan18; presented to President Vladimir Putin 25jan18 line # 08-05; seems to be extant in spite of reports that it was scrapped at an early stage after the freezing of the production in 1992; possibly to become the demonstrator of the Tu-160M2 version with limited capabilities line # 09-01; in primer without any markings whatsoever in white c/s with Red Stars, no titles; named 'Valentina Tereshkova' after the first woman in space and later Duma member; reportedly to become "21" red in the KAZ factory; a new-built aircraft, according to a report by RIA Novosti line # 09-02; also carried code "22" red; in all-white c/s with 'VKS Rossii' titles, Red Stars and a long-range aviation badge behind the cockpit; did not carry a name, but Vladimir Putin suggested the name 'Mintimer Shaimiyev' in the KAZ factory; a new-built aircraft, according to a report by RIA Novosti line # 09-03; also carried code "23" red; in all-white c/s with 'VKS Rossii' titles, Red Stars and a long-range aviation badge behind the cockpit; did not carry a name
	RF-94106	Tu-160S	Russian Air Force	Eng	02aug12	
	RF-94106	Tu-160M	Russian Air Force	ph.	21feb24	
844 08 5 38	"08" red	Tu-160S	Russian Air Force	f/f	28dec07	
	RF-94115	Tu-160S	Russian Air Force	Eng	2013	
---	no code	Tu-160	primer	r/o	16nov17	
---	--	Tu-160	primer			
---	no reg "901" black	Tu-160M Tu-160M	PAO Tupolev PAO Tupolev	f/f ZIA	12jan22 19oct23	
---	RF-.....	Tu-160M	Russian Air Force	ph.	21feb24	
---	RF-66017	Tu-160M	Russian Air Force	ph.	21feb24	

Nineteen Tu-160s were seen present at Priluki 03may98 along with the 4 Tu-134UBLs, all were stored.

Tupolev Tu-204 and Tu-214

The Tu-204 is similar in size and appearance to the B-757. It made its first flight on 2 January 1989 powered by Soviet Solovoyov PS-90 engines, but a version with Rolls-Royce RB211 engines is now in production at Ulyanovsk. After many problems, type certification was obtained on January 12th 1995 by which time Tupolev had received orders for 65 aircraft.

By the turn of the century, expected production was to have been 400 aircraft but on celebrating its tenth birthday only thirty aircraft had been built. By early 1995, a second line, for the Tu-214, was hoped to be opened at Kazan (Factory No. 22) from where the first aircraft made its maiden flight by 1995.

The decision of Aeroflot Russian International Airlines to turn its back on the Tu-204, 40 orders had been expected, was another set back for this suffering airliner. However, in Summer 1997, Aeroflot announced that they were again interested in both the Tu-204 and the Tu-214 to replace the ageing Tu-154s. Still, as Aviastar was unable to produce an aircraft to cope with various economical and environmental requirements at many of the destinations in Aeroflot Russian International Airlines international network, Aeroflot was forced to turn to the B-737 and the A-319.

As said, by early 2000, 30 aircraft were reported as having been completed but many remained undelivered. Requirements for the CIS are expected to be up to 700 aircraft, mainly as replacement for the Tu-154, of which older aircraft are now facing their thirtieth birthday. However, with the devastating economical situation in the CIS, achievement of this number will never take place.

The long, even for Russia, construction number does not suggest any more than the line number at the end. Emerging from the Tu-204 is the Tu-234, later named Tu-204-300. This version has a six-metre shorter fuselage and the first aircraft as such being RA-64001, an ex Tu-204.

All construction numbers are prefixed by 145074.

2 Tu-204 prototypes built by ANTK im. Tupoleva (former Factory No. 156) at Moscow-Lefortovo

# . . 64001	CCCP-64001	Tu-204	ANTK im. Tupoleva	mfd	1988	prototype; f/f 02jan89 from Zhukovski, still in bare metal; later in Aeroflot c/s; f/n LBG jun89 with exhibition number '305'
	RA-64001	Tu-204	ANTK im. Tupoleva	ZIA	06jul93	converted by ANTK im. Tupoleva outlet at Zhukovski in 1994/95 to, see next line
	RA-64001	Tu-234	ANTK im. Tupoleva	r/o	24aug95	non-flying prototype of the version Tu-204-300; f/n ZIA 24aug95; canx 15oct03; seen wfu at Zhukovski aug03/30aug19
# . . 64002	--	Tu-204	ANTK im. Tupoleva	mfd	1988	static test airframe; reportedly tested to destruction

Tu-204 production aircraft built by 'Aviastar' at Ulyanovsk between 1990 and 2017

54 Tu-204 flying aircraft built by 'Aviastar' at Ulyanovsk-Vostochny since 1990 All construction numbers are prefixed by 145074 for which the meaning is unknown. This is followed by the quarter built and the last digit of the year completed. For the last five digits it just seems the last three are the sequence number.

# 3 1 64003	CCCP-64003	Tu-204	ANTK im. Tupoleva	f/f	17aug90	first production aircraft, but used for flight tests; in Aeroflot c/s; f/n LBG jun91 with exhibition number '371'; l/n ZIA 16aug92
	64003	Tu-204	ANTK im. Tupoleva		1992	in Aeroflot c/s
	RA-64003	Tu-204	ANTK im. Tupoleva	ZIA	06jul93	in Aeroflot c/s, still with exhibition number '371'; wfu 1994; sold to Collins Finance Company 15oct03; seen ZIA aug04/aug09, wfu; scrapped at Zhukovski jul11; forward fuselage section cut off and transported on a flat-bed trailer from Zhukovski to St. Petersburg aug11, seen at Zhukovski 03aug11; reportedly to be used as a flight simulator and a cabin trainer
# 1 1 64004	CCCP-64004	Tu-204	ANTK im. Tupoleva	mfd	16mar91	in Aeroflot c/s; used for flight tests; f/n ZIA 16aug92
	RA-64004	Tu-204	ANTK im. Tupoleva	ZIA	03sep93	in Aeroflot c/s; used on commercial cargo flights
	RA-64004	Tu-204	Tupolev Aerotrans	ZIA	aug03	in basic Aeroflot c/s; temporary type certificate expired 02mar98; seen ZIA aug03/aug07, wfu; canx 22jul10; scrapped at Zhukovski starting 12dec10; nose section used for a cockpit and cabin evacuation trainer, transported on a flat-bed trailer from Zhukovski to the Tupolev complex at ul. Radio in Moscow 24/25dec10
# . . 64005	--	Tu-204	ANTK im. Tupoleva	mfd	1990	dynamic test airframe for fatigue trials at the SibNIA institute; fuselage was flown in an An-124 to Novosibirsk jul90; in bare metal, no registration visible on photo; l/n 2002; reportedly tested to destruction f/f 14aug92 ever taken up ?, see f/n date below; f/n ZIA 16aug92; l/n FAB sep92; converted to, see next line
# 3 1 64006	CCCP-64006	Tu-204	Bravia	mfd	25dec91	powered by Rolls-Royce RB-211-535E-4 engines; l/n ZIA 24aug95
	RA-64006	Tu-204-120	Bravia	LBG	jun93	still in basic Bravia c/s; l/n ZIA 23aug97
	RA-64006	Tu-204-120	Sirocco Aerospace	ZIA	19aug97	used on commercial cargo flights; wfu and stored without engines at the factory at Ulyanovsk, f/n 15aug01; offered for sale feb02 with t/t 520 hours, for \$ 22 million; aileron removed in 2005 and installed on RA-64019; removed from storage probably in early 2006 and converted to, see next line
	RA-64006	Tu-204-120	Aviastar/Tupolev	ZIA	19aug99	on production line; owned by PSK "Stroitel Astrakhani" from 2007; in storage at ULY, seen mar09/aug13 and broken up there jun15
# 1 2 64007	CCCP-64007	Tu-204	ANTK im. Tupoleva	mfd	18mar92	no reports
	ROSS-64007	Tu-204	ANTK im. Tupoleva	PRG	05jun92	prefix ROSSIYA; in Aeroflot c/s; converted to, see next line
	RA-64007	Tu-204S	ANTK im. Tupoleva	ZIA	06jul93	version painted on as Tu-204; in Aeroflot c/s; temporary type certificate expired 25aug94; seen ZIA aug03/29aug19, wfu
# 3 2 64008	ROSS-64008	Tu-204	ANTK im. Tupoleva	mfd	1993	prefix ROSSIYA; no reports
	RA-64008	Tu-204	OryolAvia	VAR	27jun93	just underwent airline trials; converted to, see next line
	RA-64008	Tu-204-100	Aeroflot Rus. AI	SVO	04aug96	Tu-204-100S
	RA-64008	Tu-204-100	ANTK im. Tupoleva	VKO	16apr97	with large 'Tu-204-100S' titles; l/n VKO 20aug99
	RA-64008	Tu-204-100	Vnukovo Airlines	VKO	23oct99	in experimental Aeroflot/Russian Aviation Consortium c/s with huge Cyrillic 'Tu-204-100S' titles and a small 'VA' badge; overhauled and test-flown, then stored without engines at the former Vnukovo Airlines maintenance base at VKO, in basic Aeroflot c/s without titles; canx but date unknown; l/n VKO (N55.601497 E37.256041) may00/jul15 in an ever deteriorating condition with more and more parts missing; broken up at VKO by 23dec15
# 4 2 64009	RA-64009	Tu-204	OryolAvia	mfd	1992	based at Zhukovski; f/n VAR 27jun93
	RA-64009	Tu-204	Aeroflot Rus. AI	trf	1995	f/n ZIA aug95
	RA-64009	Tu-204-100	Aeroflot Rus. AI	ZIA	22may97	Tu-204-100S, second aircraft converted to a freighter; f/n in experimental Aeroflot/Russian Aviation Consortium c/s; canx but date unknown; wfu before 2001 and stored at Zhukovski without engines, l/n aug12
# 3 1 64010	RA-64010	Tu-204	OryolAvia	mfd	12feb93	in basic 'blue' Aeroflot c/s with 'Tupolev-Aviastar' and 'Orel-Avia' titles in English; f/n LBG 10jun93 (without exhibition number on the right side); carried the exhibition number '303' on the left side when seen ZIA 02sep93; l/n SHJ 28nov94
	RA-64010	Tu-204S	Aeroflot Rus. AI	d/d	07apr95	the first Tu-204 converted to a freighter; presented at SVO 15mar95; used on the SVO-BKK route may95/autumn 1995; sold by AO "Rosaviakonsortsium" to OOO "Torgovy dom VIL" 09jul96, for USD 24 million; canx but date unknown; was stored at the Aviastar factory at ULY, seen 23oct99/28jun05; removed from storage in 2007 and converted to, see next line
	10	Tu-204-300	primer	ULY	31mar09	Tu-204-300A (VIP aircraft with extended range); ground trials started 11jun09

	64010	Tu-204-300	JSC Tupolev	ULY	09jul09	Tu-204-300A; VIP aircraft for 18 passengers; f/f 13aug09; in white c/s with the belly striped in black, initially without titles; l/n as such ZIA 21aug09; f/n with titles ZIA 01dec09; l/n ULY 16jan10; the type certificate was issued 19mar10	
	RA-64010	Tu-204-300	Biznes-Aero	mfd	26mar10	Tu-204-300A; VIP aircraft for 18 passengers; owned by VneshTorgBank Lizing; mfd changed in official documents; c/n changed to 1450744264012 and recorded as such in the Russian register; in white c/s with the belly striped in black; h/o 07apr10; t/t 418 hours and 161 cycles by 01jan11; l/n in its old colours UUS 01feb11; the black stripes were extended to the tail; f/n as such VKO 19mar11; new CoFR issued 15jul15; l/n VKO 22aug24	
# 1 3	64011	Tu-204	Aeroflot c/s, n/t	f/f	29apr93	underwent airline trials with Vnukovo Airlines 25mar/20dec93 (or 25mar/20dec94 ?); f/n ZIA 03sep93; l/n MST 22jun94	
	RA-64011	Tu-204	Vnukovo Airlines	trf	04jul94	already f/n MST 30jun94; official mfd 08dec95; first commercial flight 23feb96 (VKO-MRV); suffered from an engine stall shortly after take-off 15jun00 and force-landed, did not fly any more in Vnukovo Airlines service after this incident; l/n VKO 22jul00	
	RA-64011	Tu-204-100	Sibir	rgd	09feb01	arrived at OVB jan01 with t/t 4,450 hours and 1,824 cycles; converted to a Tu-204-100 12oct01; f/n HAJ 10nov01; ran out of fuel on a flight from FRA to OVB 14jan02 when the weather at OVB and BAX (alternate) was below limits and the aircraft diverted to OMS, both engines stopped from fuel starvation 17 resp. 14 km from the runway, the aircraft landed safely but overshot by 452 metres; l/n active LCA 21nov05; wfu in early 2006 and stored at OVB without engines; sold to Aviastar-TU for only \$ 5 million jun06; ferried to ZIA 14jul06	
	RA-64011	Tu-204-100	Airlines 400	ZIA	02aug06	leased from Aviastar-TU; in basic Sibir c/s with blue fin, small 'Avialinii 400' titles on nose only; l/n LYS 13jan07	
	RA-64011	Tu-204-100	Aviastar-TU	rgd	29mar07	leased from FLK; in white/light blue c/s with 'ATu' titles on fin; f/n DME 29apr07; operated for Interavia from may07 (operator's certificate of Interavia revoked 03feb09); l/n DME 21mar10; w/o 22mar10 on a positioning flight from Hurghada to DME at night when auto-land failed due to a problem with the radar altimeters while the aircraft was descending through 5,400 metres, the crew continued the approach irrespective of the below-minima conditions (fog) for a manual approach, the aircraft dropped below the glide path and crash-landed in a forest near Aviagorodok (1,470 metres short of the runway threshold and 170 metres to the right of the runway's extended centreline), the fuselage broke into 3 pieces and the left wing broke off, all 8 crew seriously injured; t/t 18,335 hours 44 minutes and 4,795 cycles; wreck still at the crash-site by mid-apr10, slowly being broken up	
# 2 3	64012	RA-64012	Tu-204	no titles	mfd	03jul93	in white/grey c/s; d/d oct93; f/n VKO 21apr94
	RA-64012	Tu-204	Vnukovo Airlines	toc	26apr94	f/n VKO 30aug94, in white/grey c/s, no titles; temporary CoFA expired 30mar95; l/n VKO 15may95/26aug95, stored as such	
	RA-64012	Tu-204	no titles	ph.	14oct05	in white/grey c/s; stored at the factory in Ulyanovsk since about 1997, f/n oct99, l/n oct05; removed from storage probably in late 2005 or early 2006; converted to, see next line	
# 3 3	112	Tu-204-300	primer	ULY	25mar06	on production line; sometimes referred to as 64112, reason unknown (c/n remained the same according to documents); l/n aug07	
	P-632	Tu-204-300	Air Koryo	ULY	12nov07	in full c/s; export CoFA dated 24dec07; d/d 27dec07; l/n PEK 26nov24	
	RA-64013	Tu-204	not reported	mfd	30oct93	was already f/n ULY 11sep93	
	RA-64013	Tu-204	Aeroflot Rus. AI	ph.	93/94 ?	never taken on charge	
	RA-64013	Tu-204	Vnukovo Airlines	LBG	14jun95	with exhibition code '340'; in operational use in 1995; stored at the factory in Ulyanovsk, f/n oct99, l/n jun05, still wearing its exhibition code; removed from storage probably in 2006 and converted to, see next line	
# 4 3	113	Tu-204-100	primer	ULY	jun06	on production line; owned by IFK; with additional 'IFK' titles by 19dec09; will be a VIP aircraft for a non-Russian customer; Tu204-100E; l/n aug13	
	RA-64014	Tu-204	Rossiya	ULY	11sep93	h/o 22jul94; rgd 15aug94 to the Russian Federation; opb 235 OAO at VKO; in white c/s with blue/white/red cheatline and light grey undersides; f/n VKO 18sep94; was the first Tu-204 to fly with passengers; damaged 02nov94 on a flight VKO-AER-VKO when the left engine suffered an uncontained failure, compressor blades damaged the stabiliser and the aircraft force-landed at Rostov-na-Donu; seen ZIA jul97/aug99; seen stored at Bykovo aug01/05aug08; was to be leased to KrasAir by Ilyushin Finance in 2003, but the lease fell through due to the prohibitive costs of conversion; ferried from BKA to ZIA aug08 or sep08 and stored there (f/n 15sep08); ferried from ZIA to ULY 14sep10 and hanged by Aviastar 19sep10; t/t only 40 hours and 37 cycles by oct10; new CoFR issued 03may11; l/n in its old c/s aug13; seen in primer aug15/aug16; sold by Lizing-Avia to Aviastar 14jan16; overhauled and converted to a Tu-204-100V by Aviastar in 2016/17	
	RA-64014	Tu-204-100	RusJet	ULY	19aug17	Tu-204-100V; in similar c/s to the current Aeroflot scheme, no titles; canx between 04aug17 and 13sep17	
	64014	Tu-204-100	RusJet	f/f	04oct17	Tu-204-100V; in similar c/s to the current Aeroflot scheme, no titles, prefix covered over; f/n ULY 11oct17; l/n ULY 01dec17	
	RA-64014	Tu-204-100	RusJet	rgd	27dec17	Tu-204-100V; in similar c/s to the current Aeroflot scheme, no titles; operated as a VIP aircraft for the Ministry of Industry and Trade; f/n OVB 02mar18; l/n DWC 18nov19	
# 1 4	64015	RA-64014	Tu-204-100	Red Wings	VKO	02jul20	Tu-204-100V; in similar c/s to the current Aeroflot scheme, no titles; operating flights with 'RWZ' call-signs (Red Wings) since jan20; l/n KHV 06sep24
	RA-64015	Tu-204	Rossiya	ULY	11sep93	on the assembly line	
	RA-64015	Tu-204	Rossiya	VKO	16jul94	h/o 22jul94; official mfd 30jun95; opb 235 OAO at VKO; converted to a pseudo-freighter and operated as such on the Sochi-United Arab Emirates route; seen ZIA 23aug97 and 19aug99; wfu and stored at Bykovo, seen aug01/05aug08; sold to Aviatekhnologiya by 2001; was to be leased to KrasAir by Ilyushin Finance in 2003, but the lease fell through due to the prohibitive costs of conversion to a Tu-204-100; ferried to ZIA in autumn 2008 and stored there; ferried to ULY 02nov10; t/t 439 hours and 164 cycles by dec10; new CoFR issued 03may11; was to undergo overhaul and modernisation for Aviastar-TU, but work stopped by jan12; stored at various locations with Aviastar at ULY, seen aug13/oct21, all-white without any markings by then; still current on register 11mar22; CoFR renewal 02may23	
	RA-64016	Tu-204-100	primer	ULY	11sep93	first production Tu-204-100; seen in primer ULY aug94 with large '16' on the fuselage	
	RA-64016	Tu-204-100	Aeroflot Rus. AI	ULY	11sep93	rolled out in standard Aeroflot c/s with 'Russian International Airlines' subtitles aft of the 'Aeroflot' titles; mfd 16aug95 (even though the c/n suggests the certification date should be the third quarter of 1994 !); never taken on charge by Aeroflot	
# 3 4	64016	RA-64016	Tu-204-100	no titles	photo		in basic Aeroflot c/s with fin completely in the colours of the Russian flag, large 'Tu 204-100' titles
	RA-64016	Tu-204-100	Aviastar	ZIA	05nov96		l/n SHJ 18nov97
	RA-64016	Tu-204-100	Permskiye Avialin.	ZIA	18aug97		f/n VKO may98; leased from Perm Motors 16dec97/16dec18; named 'Alexei Tupolev'; seen VKO 16aug11; l/n MRV 18aug12, stored; seen ZIA aug13/mar15, stored
	RA-64016	Tu-204-100	KavMinVody Avia	rgd	03feb98		
	RA-64017	Tu-204-100	primer	ULY	11sep93		rolled out in standard Aeroflot c/s with 'Aeroflot Russian International Airlines' titles; never taken on charge
# 2 5	64017	Tu-204-100	Aeroflot Rus. AI	photo			exchanged for several PS-90 engines from Perm Motors; official mfd 04jul96; in full c/s; f/n BCN 10aug97; l/n DXB 05nov99
	RA-64017	Tu-204-100	Permskiye Avialin.	rgd	24oct96		rgd 27apr00; in full c/s; f/n DME 11may00; wfu in autumn 2005 and stored at OVB, l/n 10apr06; sold to Aviastar-TU jun06 for only \$ 5 million; l/n ULY 22jun07, still in full Sibir c/s
	RA-64017	Tu-204-100	Sibir	d/d	20dec99		subleased from Aviastar-TU (leased from FLK); in light grey c/s with red belly and tail; in Aviastar-TU fleet list 17oct07; rgd 29oct07 to Orenair (leased from FLK); l/n VKO 12feb09; returned to Aviastar-TU mar09
	RA-64017	Tu-204-100	Red Wings	BKA	01aug07		in light grey c/s with orange belly and tail and white 'ATU' on the fin; l/n DME 15mar10; excluded from the operator's certificate 22apr10
	RA-64017	Tu-204-100	Aviastar-TU	DME	04apr09		in light grey c/s with orange belly and tail; entered service 27apr10; t/t 19,726 hours and 4,627 cycles by 01jan11; l/n SVO 03mar12
# 1 9	64017	Tu-204-100	Orenair	REN	25apr10		in light grey c/s with orange belly and tail; l/n with titles VKO 18sep13; f/n without titles ZIA dec13; new CoFR issued 24mar14; l/n without titles DME 01jun14; f/n with titles again DME 01jul14; new CoFR issued 08aug16; l/n AER 29sep18; ferried DME-ZIA 05oct18 on return to lessor
	RA-64017	Tu-204-100	Red Wings	VKO	18jun12		with titles, off white fuselage orange tail; sale was reported jun19 l/n YKS 12sep19
	RA-64017	Tu-204-100	Roskosmos	VKO	06jul19		change of operator reported apr20; new CoFR 30dec22; f/n HRB 17may24 in basic Aeroflot c/s, no titles; l/n HRB 23may24
	RA-64017	Tu-204-100	Aviastar-TU	no	reports		basically completed but unsold; mfd 08may99 (even though the c/n suggests first quarter !)
	RA-64018	Tu-204-100	primer	ULY	11sep93		started scheduled flights 15may99 (SVO-BCN); l/n BCN 19feb00
# 1 0	64018	RA-64018	Tu-204-100	Transeuropean	d/d	may99	named 'Vasilii Surikov' after a Russian painter; rgd 27oct00; l/n DME 16mar02; l/n DME 10mar07
	RA-64018	Tu-204-100	KrasAir	d/d	23oct00		h/o 02oct07 at VKO; l/n DME nov14; stored at Zhukovskii since 03feb15 and awaiting overhaul/service life extension; l/n 28aug19; canx 20jun22
	RA-64018	Tu-204-100	Red Wings	DME	21may07		l/n as such ULY 22oct99; mfd finally reported as 25dec00; was intended for Transeuropean
	RA-64019	Tu-204-100	primer	ULY	11sep93		named 'Ivan Yarygin' after a famous Soviet wrestler who won the Olympic gold medal in 1972; rgd 28dec00; f/n NSK feb01; in fleet list nov06; l/n BKA 31aug07, waiting to be repainted
	RA-64019	Tu-204-100	KrasAir	d/d	25dec00		in basic KrasAir c/s with 'Red Wings' sticker; based at VKO since 28dec07; repainted in full c/s at Bykovo starting 21jan08, f/n as such BKA 18feb08; l/n ULY aug14/nov21 stored; seen dec21 in the process of being scrapped which was 90% completed by 27dec21; canx 20jun22
# 3 1	64020	--	Tu-204-100	basically completed but unsold	ULY	11sep93	basically completed but unsold
	RA-64020	Tu-204-100	primer	ULY	17aug99		l/n ULY 22oct99
	RA-64020	Tu-204-100	Aviastar	ZIA	14aug01		l/n ZIA 19aug01
	RA-64020	Tu-204-100	KavMinVody Avia	ULY	26jun02		never entered service with KavMinVody Avia; d/d 30jun03, but not yet known to whom, see next line !
	RA-64020	Tu-204-100	KrasAir	h/o	01dec03		mfd finally reported as 25nov03; named 'Alexander Lebed' after the popular general and Krasnoyarsk governor who was killed in the crash of Mi-8T RA-22188 28apr02; f/n DME 02dec03; l/n as such DME 21may07; last service for KrasAir 18jun07; seen VKO 22jun07 with additional small 'Avialinii-400' titles
# 2 9	64021	RA-64020	Tu-204-100	retained the windows of the passenger version; basically completed but unsold	BKA	09aug07	repainted 09aug07; l/n ULY 21apr18 stored
	--	Tu-204S	red Wings	ULY	11sep93		in primer with titles
	RA-64021	Tu-204S	Volga-Dnepr	ULY	13aug98		l/n ULY 22oct99
	RA-64021	Tu-204S	primer	ULY	17aug99		official mfd 23mar00; rgd 30mar00; version painted on as Tu-204C; opb Permskiye Avialinii mar00/mar01 and by Aerofreight mar01/sep03; in white c/s with light grey belly and blue engines and fin; d/d 04apr00 to Manston; operated for TNT from Liège in 2000/01; seen FJR 04mar02 with 'Aviastar Factory Ulyanovsk'
	RA-64021	Tu-204S	AirRep	ULY	feb00		

	RA-64021	Tu-204S	Aviastar-TU	FRU	01apr03	titles and logo; later with 'Aviastar-TU' and 'Cargo' titles on the fuselage and an 'AirRep' logo on the fin; f/n as such DME 14aug02; l/n VKO 20aug02
	RA-64021	Tu-204S	National Airlines	DEL	17dec07	opb Aerofreight until sep03; version painted as Tu-204C; in white c/s with light grey belly and blue engines and fin, with large 'cargo' titles on the fuselage and an 'ATU' logo on the fin; leased to KrasAir 10sep03/jan04; opb Aviastar-TU again from jan04; l/n DME 12oct07
	RA-64021	Tu-204S	Aviastar-TU Cargo	ULY	18jun11	version painted as Tu-204C; in white c/s with blue engines and fin and large 'cargo' titles on the fuselage; opb Aviastar-TU; initially with 'National Airlines' titles on the fin, 'National Airline' titles on the engines and the slogan 'We deliver the world' below the registration; l/n as such KDH 02may08; f/n with just 'Airlines' titles on the fin and 'Airline' titles on the engines (without the slogan now) SVO 15jul08; new CoFR issued 02jul10 (again to Aviastar-TU); damaged in a hard landing (with 2.24 g) at Yaroslavl-Tunoshna 06oct10; stabiliser, rudder, air brakes, interceptors, ailerons and sections of the flaps were replaced by Aviastar oct10 (the rudder was taken from RA-64013); l/n SVX apr11
						repainted at ULY 31may11/18jun11; in grey c/s with orange belly and tail, with large 'cargo' and smaller 'Aviastar-Tu' titles on the fuselage and an 'ATU' logo on the fin; new CoFR issued 07apr16; dnr 24aug16 on a cargo flight from Moscow-Vnukovo to Norilsk-Alykel when approached in bad weather (poor visibility, low clouds and rain), came in too fast, flared out too high, touched down with 2.3 g, bounced (but air brakes and interceptors deployed automatically) and touched down again with 3.056 g, resulting in damage to the 2nd spar of the left wing and to the attachment fixtures of the left main gear strut and the left engine, all 4 crew members escaped unhurt; t/t 20,167 hours and 7,414 cycles; sat wfu (without engines) at NSK, seen jul17, and again jul19; other parts like flaps missing so was a write off; l/n jun21, same condition
# 2 0 64022	22 RA-64022 RA-64022	Tu-204-100 primer Tu-204-100 primer Tu-204-100 KavMinVody Avia	ULY ULY rgd	13aug98 22oct99 04nov00	mfd 31oct00 f/n MUC 24nov00; l/n WAW 10sep11 and seen stored VKO mar12/jun13; ferried to Zhukovski 24sep13, reported for Red Wings; l/n ZIA nov13/mar15, stored in primer c/s with titles; first production Tu-204-120	
# 3 1 64023	RA-64023 SU-EAH	Tu-204-120 Sirocco Tu-204-120 Air Cairo	ULY d/d	13aug98 23jan99	export CoFa dated 30dec98; rgd 25jan99; f/n CAI 27nov00; reportedly returned to Sirocco Aerospace in 2005; still in fleet list feb07; seen stored at CAI (N30.121356 E31.415225) without engines, in all-white c/s, no titles (just logo on tail) nov08/jun12; reportedly a wrong alloy was used for the rivets during production, leading to severe corrosion; will probably be scrapped, l/n (N30.124579 E31.422019) in the scrap compound, may15	
# 1 3 64024	RA-64024 RA-64024	Tu-204-100 primer Tu-204-100 Aviastar-TU	ULY BKA	22oct99 11aug03	the first standard Tu-204-100S, without windows; official mfd 26jun03; f/f jun03	
	LY-AGT	Tu-204-100 Aviapaslauga	rgd	02mar04 ?	version painted on as Tu-204C; in white c/s with light blue engines and fin, large 'Cargo' titles on the fuselage and 'ATU' titles on the fin; canx 26nov03 as leased to Lithuania; l/n DME 24dec03	
	RA-64024	Tu-204-100 Aviastar-TU	TLL	12jul05	version painted on as Tu-204C; in white c/s with light blue engines and fin, large 'Cargo' titles on the fuselage and 'ATU' titles on the fin; l/n SXF 07may08	
	RA-64024	Tu-204-100 DHL	BKA	05jul08	version painted on as Tu-204C; wet-leased from Aviastar-TU; in full yellow/red c/s; fresh from the paintshop 05jul08; rgd 23jun10 to Leasing-Avia; new CoFRs issued 31aug16 and 05jun17; l/n ZIA 04nov21	
	RA-64024 RA-64024	Tu-204-100 no titles Tu-204-100 Aviastar-TU	HRB ZIA	15mar22 21aug22	in basic DHL c/s, no titles; l/n OVB 06aug22	
					in basic DHL c/s with 'Cargo' titles on the fuselage and 'ATU' titles on the fin; the left engine caught fire 07dec23 shortly after take-off from Ulan-Ude, but the aircraft returned to the airport safely; l/n EVN 09oct24	
# 3 1 64025	RA-64025 SU-EAI SU-EAI SU-EAI SU-EAI SU-EAI SU-EAI	Tu-204-120 primer Tu-204-120 Air Cairo Tu-204-120 Cairo Aviation Tu-204-120 Mahan Air Tu-204-120 Cairo Aviation Tu-204-120 Mahan Air Tu-204-120 Cairo Aviation	ULY CDG trf FZO GRO THR BHX	22oct99 23sep00 apr04 12dec05 02jun07 23oct07 24jul08	export CoFa dated 15aug00; rgd 01nov00; in all-white with titles and tail logo; l/n BCN 18aug03	
					f/n CDG 24apr04; in all-white with titles and tail logo; l/n MAD 22aug05	
					leased from Cairo Aviation; in all-white c/s, no titles; l/n THR 30apr07	
					in all-white c/s with titles; l/n MAD 14oct07	
					in all-white c/s with full Mahan Air tail c/s and titles; photo exists DXB, date unknown	
					in all-white c/s with titles and tail logo; seen KRT 24apr12, active; seen ULY 24aug12; offered for leasing by Avialeasing of Perm jun13, with t/t 9,993 hours and 4,837 cycles; l/n CAI 17apr19	
# 3 3 64026	RA-64026 RA-64026 RA-64026 RA-64026	Tu-204-300 primer Tu-204-300 Aviastar Tu-204-300 Tupolev JSC Tu-204-300 Vladivostok Avia	r/o ULY DME VVO	aug96 18aug03 23jun04 08oct04	c/n confirmed; the first production Tu-204-300; seen ULY 22oct99; f/f 08jul00	
					in white c/s with 'Aviastar' and 'Transaero' titles and a multitude of logos; l/n ZIA 23aug03	
					initially with dual 'Vladivostok Avia' and 'Aviastar' titles; l/n as such VVO 08oct04; official mfd 06jun05; h/o 06jun05, now without 'Aviastar' titles; rgd 22jun05; f/n with additional small 'Sberbank Rossii' and 'IFK' titles and logos VKO 14jul05; l/n operational SVO 26oct13; stored at SVO, seen nov13/jan14; ferried from SVO to ULY 09jan14 and stored there; used for ETOPS-120 certification trials feb15/mar15; sold by OAK to the Russian MVD 25aug17; current on register 26dec17 with the rgd 22jun05, see the rgd below	
	RA-64026	Tu-204-300 Rosgvardiya	rgd	22dec17	'salon' aircraft for 55 passengers; seen in primer with Aviastar at ULY aug18/feb20; canx 18sep19; f/f after conversion feb20; repainted in white c/s with blue cheatline and fin and 'Russian flag' trim, no titles; f/n as such ULY 17apr20; h/o jun20; opb 3 osae on at Chkalovski; new CoFR issued 19aug20; l/n CKL 08dec20; canx 04dec20	
	RF-64026	Tu-204-300 Rosgvardiya	CKL	23jul21	opb 3 osae on at Chkalovski; in white c/s with blue cheatline and fin and 'Russian flag' trim, no titles; l/n MSQ 08aug24	
# 3 7 64027	RA-64027 SU-EAF SU-EAF SU-EAF SU-EAF	Tu-204-120 Sirocco Aerospace Tu-204-120 Air Cairo Tu-204-120 Cairo Aviation Tu-204-120 Mahan Air Tu-204-120 Cairo Aviation	mfd rgd early04 DXB CAI	1997 04oct98 early04 09nov05 18dec06	flying by may97; f/n SNN 02aug97; l/n ZIA 23aug97	
					export CoFa dated 12oct98; d/d 02nov98; l/n CAI 12oct03	
					l/n WAW 18aug05	
					leased from Cairo Aviation; l/n THR 11nov06	
					returned from lease 18dec06; l/n CAI 25dec12; offered for leasing by Avialeasing of Perm jun13, with t/t 9,908 hours and 5,444 cycles; ferried to ULY 03feb14 after storage	
	SU-EAF	Tu-204-120 Sun Air	CAI	12may15	in all-white c/s with blue/red and orange tail and additional 'The Heart of Africa' and 'www.sunairgroup.com' titles; l/n KRT 25may15	
# 3 7 64028	SU-EAF RA-64028 RA-64028 SU-EAG SU-EAG SU-EAG	Tu-204-120 Cairo Aviation Tu-204-120 KrasAir Tu-204-120 Sirocco Aerospace Tu-204-120 Air Cairo Cargo Tu-204-120 Cairo Avn Cargo Tu-204-120 TNT	CAI DXB FRA rgd LGG LGG	17apr19 18nov97 05jun98 04oct98 feb04 nov05	believed stored	
					the first Tu-204-120S; carried only a 'KrasAir' logo on fin; never taken on charge	
					version painted as Tu-204-120C; presented to Lufthansa Cargo with large 'Cargo' titles on fin FRA 05jun98	
					version painted as Tu-204-120C; export CoFa dated 14oct98; d/d 02nov98; l/n LGG 20sep03	
					version painted as Tu-204-120C; opf TNT; l/n EMA 15sep05	
					version painted as Tu-204-120C; jointly opb Cairo Aviation and Atlantic Airlines (UK); in full c/s; stored without engines at CAI, seen mar09/sep11; repainted in all-white c/s without titles, seen as such apr13; offered for leasing by Avialeasing of Perm jun13, with t/t 4,510 hours and 3,891 cycles; l/n CAI 12may15/25jun15, in all-white c/s and looking dirty	
# 2 2 64029	RA-64029 SU-EAJ	Tu-204-120 primer Tu-204-120 TNT	ULY f/f	22oct99 19may02	Tu-204-120S; c/n from MAK document	
					version painted as Tu-204-120C; export CoFa dated 03jun02; rgd 11jun02; in full c/s; jointly opb Cairo Aviation and Atlantic Airlines (UK); f/n LGG 17jun02; l/n CAI 09nov08; stored at CAI without any markings apart from registration, seen as such mar09/may10; made airworthy again aug10	
	SU-EAJ	Tu-204-120 Cairo Avn Cargo	TLL	01jan11	in white/light grey c/s; l/n CAI apr13, stored; offered for leasing by Avialeasing of Perm jun13, with t/t 5,348 hours and 4,873 cycles; l/n CAI 17apr19, stored	
# 3 6 64030	30 RA-64030 30	Tu-204-120 primer Tu-204-120 primer Tu-204-120 SIROCCO-KHP	ULY ULY r/o	13aug98 22oct99 14apr06	the first Tu-204-120SE, powered by RB-211-535E4-B-75 engines	
					f/f 14may06, still in primer; 'KHP' (KNR) stands for People's Republic of China; carried additional 'Sertifikatsionnyye ispytaniya' (certification trials) titles; certification trials conducted 03may06/02aug06 (21 flights with 36 hours 40 minutes)	
	B-2871	Tu-204-120 Air China Cargo	ULY	17oct06	painted up jul06; export CoFa issued 24oct08; h/o 27oct08 at ULY; ferried to TSN 27/28oct08 and put into storage immediately, l/n 03nov10; sold to the Chinese Air Force apr11	
	no reg	Tu-204-120 China Flt Test Est	TSN	16may11	test-flying after storage, with all markings painted out; ferried to Xian-Yanliang 18may11; fitted with aerial refuelling equipment (flying boom) in 2012	
	769	Tu-204-120 China Flt Test Est	Xia	11jun12	in basic Air China Cargo c/s with white fin, titles replaced by unknown Chinese titles; l/n in its initial configuration Xian-Yanliang 19oct12; received a new sharp radar nose for tests of radars for combat aircraft; first flight after modifications 11dec13; referred to by Tupolev as Tu-204LL (flying laboratory); f/n Xian-Yanliang may14; f/n with canards on the upper forward fuselage Xian-Yanliang jun16; l/n Xian-Yanliang apr21	
# . . 64031	RA-64031 31 B-2872	Tu-204-120 SIROCCO-KHP Tu-204-120 primer Tu-204-120 Air China Cargo	ULY ULY ULY	18aug97 05apr03 27oct08	Tu-204-120SE; in primer on the assembly line 18aug97	
					with '31' on the fuselage and tail; f/f 14may06	
					without engines; seen ULY 12may10; the airframe was stripped of equipment and put into long-term storage 21jun10; seen on the assembly line 29jan24, reportedly being worked on	
# 2 2 64032	32 RA-64032 RA-64032	Tu-204-100 primer Tu-204-100 primer Tu-204-100 AirRep	ULY ULY LGG	13aug98 22oct99 27jul02	just the fuselage on the assembly line; the second standard Tu-204-100S	
					shown 90 % complete on Russian TV 01apr02; official mfd 18jul02 which is the same day as the f/f date	
					version painted as Tu-204C; in white c/s with light blue engines and fin, 'Aviastar-TU' titles on the fuselage and 'AirRep' titles on the fin; l/n SVO 23aug07	
	RA-64032	Tu-204-100 Aviastar-TU	SVO	20sep08	version painted as Tu-204C; initially in white c/s with light blue engines and fin and 'Aviastar-TU' titles on the fuselage; l/n in its old c/s DME 09jul09; repainted in silver c/s with orange belly and trim, with small 'Aviastar-TU' and large 'Cargo' titles; f/n as such SVX 12oct09; rgd 23jun10 to Leasing-Avia; new CoFRs issued 31aug16 and 05jun17; l/n VKO 13jun19	
	RA-64032	Tu-204-100 Cainiao	VKO	01oct19	leased by Aviastar-TU to Cainiao Smart Logistics Network Limited (a company of the Alibaba Group) in 2019; version painted on as Tu-204C; in white c/s with blue tail and green trim, with both 'Cainiao' and 'Aviastar-TU' titles; w/o 08jan22 while being pushed back at Hangzhou-Xiaoshan for a cargo flight to Novosibirsk when a fire erupted in the compartment behind the cockpit as oxygen leaked from the crew's oxygen system and the fuselage burnt out, 3 of the 8 crew members were seriously injured	
					fuselage on the production line; Tu-204-120S	
# 3 1 64033	33 SU-EAK	Tu-204-120 primer Tu-204-120 TNT	ULY ULY	13aug98 25aug05	Tu-204-120S (painted as Tu-204-120C); was to be opb Cairo Aviation; basically complete by late 2005, but no money available for completion; in full orange/white c/s; l/n ULY 31mar09; airframe stripped of equipment and put into long-term storage 21jun10, l/n 21jul20	

# . . 64034	034		Tu-204-120	SIROCCO-KHP	ULY	12oct05	Tu-204-120SE (painted as Tu-204-120CE); on production line; in primer; seen 31mar09 with '64034' on wing; was destined for Air China Cargo, but ntu; airframe stripped of equipment and put into long-term storage 21jun10/18aug18
# 4 6 64035	35 CU-T1701 64035 CU-T1701	Tu-204-120 Tu-204-100 Tu-204-100 Tu-204-100	SIROCCO-KHP Cubana no titles Cubana	ULY f/f HEL ZIA	jun06 09jun07 06jul07 16aug07	Tu-204-120SE (painted as Tu-204-120CE); on production line; in primer; seen 31mar09 with '64034' on wing; was destined for Air China Cargo, but ntu; airframe stripped of equipment and put into long-term storage 21jun10/18aug18 in primer on production line; Tu-204-120SE, see below ! Tu-204-100E now; f/n ULY 09jun07 in full c/s Cuban registration, flag and titles painted out for a test flight to Finland; l/n HEL 08jul07 export CoFA dated 25dec07; left ULY for DME 27dec07; delivered via SNN 29dec07; l/n HAV 17apr16/09jan21, without engines	
# 4 6 64036	RA-64036 RA-64036 CU-C1700	Tu-204-200 Tu-204SE Tu-204SE	primer primer Cubana Cargo	ULY ULY ULY	13aug98 oct06 mar07	version changed during construction, see next line; l/n ULY 22oct99 with small 'Cubana' titles on fuselage and 'IFK' badge on fin; mfd and r/o 28nov06; f/f 19dec06; photo all-white with large 'Cubana Cargo' titles and '64036' on wheel door at MMK 30apr07, see next line certification trials completed may07; export CoFA dated 23jul07; f/n DME 02aug07; h/o at DME 03aug07; version painted as Tu-204CE; delivered via SNN 04aug07; last flight 25nov10 according to Aviacion en Cuba; seen HAV 19dec14/dec23, stored engineless	
# 4 7 64037	-- CU-C1703	Tu-204-200 Tu-204SE	primer Cubana Cargo	ULY ZUA	23sep06 16feb08	version changed during construction !, see next line version painted on as Tu-204CE; painted up by late 2007; h/o 18feb09 at ULY; export CoFA dated 20mar09; ferried from ULY to HAV 25/27apr09; l/n stored HAV 14jul19/14jul23	
# 4 4 64038	RA-64038	Tu-204-300	Vladivostok Avia	r/o	11oct04	with small additional 'Sberbank Rossii' titles on nose; f/f 25oct04; mfd reported as 25nov04; h/o 19may05; rgd 03jun05; started scheduled flights 27jun05; seen SVO 14oct13; stored VVO from end of oct13; l/n stored ULY 21apr18	
# 1 5 64039	RA-64039	Tu-204-300	Vladivostok Avia	r/o	26jul05	leased from Ilyushin Finance; carried additional small 'Sberbank Rossii' titles on the nose; f/f 04aug05; mfd 26aug05; h/o 16aug05; started scheduled flights 31aug05; rgd 05sep05; last scheduled flight jul10; l/n flying UUS 30sep13; stored at VVO from late oct13, with t/t some 24,000 hours and 5,178 cycles; ferried from VVO to ULY 26jun14; conversion to a VIP aircraft for 22 passengers started in late 2015; acquired by Rosoboronexport mar16, but the conversion was stopped and the aircraft was never taken on charge; seen in primer without registration with Aviastar at ULY aug18; canx 20aug20; the conversion was resumed in 2020; r/o 22oct21, still in primer without registration; reflown from ULY 02aug22	
	RA-64039	Tu-204-300	Red Wings	ZIA	sep22	'salon' aircraft; in white c/s with dark blue and red trim, no titles; rgd 18oct22; new CoFR issued 06dec22; seen NQZ 14dec22 and VKO 09sep23; reported for TARP Aviation oct23; l/n XIA 01aug24	
# 4 5 64040	RA-64040	Tu-204-300	Vladivostok Avia	ULY	10oct05	f/f 13dec05 ground trials started 04dec05; h/o 25dec05; rgd 11jan06; with small additional 'Sberbank Rossii' titles on nose; stored VVO from end of oct13; l/n VVO 22jun14; seen stored ULY 21apr18	
# . . 64041	41	Tu-204-120	SIROCCO-KHP	ULY	27oct08	Tu-204-120SE (painted as Tu-204-120CE); on production line; in primer; airframe stripped of equipment and put into long-term storage 21jun10, l/n 14oct21; will probably never be delivered to China Eastern (Cargo)	
# 3 7 64042	42 CU-T1702	Tu-204-100 Tu-204-100	SIROCCO-KHP Cubana	ULY ULY	24feb07 15oct07	Tu-204-100E; l/n ULY 25jun07 Tu-204-100E; export CoFA issued 25dec07; left ULY for DME 28dec07; delivered via SNN 29dec07; seen MEX 05nov17; was stored at Havana; seen SNN 03jul19 en route to ULY for overhaul; reflown 10feb23 and ferried back to Cuba 17sep23; l/n HAV 18aug24 active	
# 3 7 64043	43 RA-64043 RA-64043	Tu-204-100 Tu-204-100 Tu-204-100	SIROCCO-KHP Avialinii 400 Red Wings	ULY ULY f/f	08may07 20feb08 mar08	Tu-204-100V still in primer, but with titles painted up in early mar08; h/o (on paper) at ULY 03jun08; official mfd 26jul08; rgd 30jul08; d/d 31jul08 to VKO; l/n operational DME 09oct18; withdrawn from service oct18 and stored at MRV, seen 22oct18; ferried from MRV to ULY 26sep19; stored without engines at ULY, seen nov22	
	RA-64043	Tu-204-100	OAK	ULY	22nov23	in white c/s with blue fin, large 'Tu-204' and small 'OAK' and 'Tupolev' titles; test-flown 01feb24 and ferried from ULY to DME 20mar24; started revenue flights 24mar24; l/n AYT 05oct24	
# 1 8 64044	RA-64044	Tu-204-300	Vladivostok Avia	f/f	28feb08	c/n confirmed; mfd 09jul08; h/o 12jul08 at VVO; rgd 14jul08; l/n operational SVO 26oct13; wfu nov13 and stored at SVO; ferried from SVO to ULY 10jan14 and stored there since; the operator's certificate of Vladivostok Avia was suspended 15aug14; t/t 17,380 hours and 3,939 cycles by nov14; canx between 28sep16 and 20oct16; refitted by Aviastar	
	RA-64044	Tu-204-300	Roskosmos	rgd	20oct16	fitted for 52 passengers; in white c/s with blue belly and tail, with 'Tsentr Podgotovki Kosmonavtov' and 'Cosmonaut Training Center' titles in Russian and English; named 'Yuri Gagarin' after the first cosmonaut; f/n ULY 11mar17; ferried from ULY to CKL and h/o there 07may19; opb OAO at CKL; d/d to CKL 07may19; l/n TAS 22apr23	
# 2 8 64045	RA-64045	Tu-204-300	Vladivostok Avia	f/f	29jul08	c/n confirmed; mfd 15aug08; h/o 16aug08 at VVO; rgd 28aug08; l/n operational PKC 19jan14; ferried to ULY 20jun14 and stored there since, seen in the paintshop 16aug14; the operator's certificate of Vladivostok Avia was suspended 15aug14; t/t 16,976 hours and 3,919 cycles by nov14; canx between 28sep16 and 20oct16; refitted by Aviastar	
	RA-64045	Tu-204-300	Roscosmos	r/o	20aug16	at ULY; fitted for 52 passengers; in white c/s with blue belly and tail, with 'Tsentr Podgotovki Kosmonavtov' and 'Cosmonaut Training Center' titles in Russian and English; rgd 20oct16, but canx between 23nov17 and 26dec17; f/f only 29may18; new CoFR issued 27nov18; named 'Sergey Korolyov' after the legendary Soviet rocket and spacecraft designer; ferried from ULY to CKL and h/o there 29mar19; opb OAO at CKL; l/n LED 13sep24	
# 3 8 64046	RA-64046	Tu-204-100	Red Wings	f/f	sep08	Tu-204-100V; mfd 30sep08; h/o 28oct08; rgd 13nov08; f/n BRQ 30dec08; l/n operational DME 29sep18; withdrawn from service oct18 and stored at MRV, seen 19oct18; repainted in white c/s with thin red cheatline and light grey undersides; reflown 28sep19; canx 30sep19	
	EX-20401	Tu-204-100	Sky KG Airlines	rgd	16jan20	intermediary company, used to avoid US sanctions against trade with North Korea; in white c/s with thin red cheatline and light grey undersides; f/n MRV 05jun20; ferried to ZIA 07oct21; canx between 30oct21 and 03jan22	
# 4 8 64047	RA-64046 RA-64047	Tu-204-100 Tu-204-100	Red Wings	rgd h/o	27sep22 12dec08	visible on GE oct22/oct24 stored, but the actual registration worn if at all is unknown Tu-204-100V; c/n confirmed; first scheduled service 30dec08; f/n VKO 11apr09; seen AYT 09jul10 with additional small 'National football team' titles on the right-hand side; l/n PED 29dec12; w/o 29dec12 on a positioning flight from PED to VKO when there was no 'weight on wheels' signal from the right main gear during the landing run so that thrust reversers and brakes did not apply, the aircraft overran the runway, broke through the airport perimeter fence, collided at 190 km/h with the elevated highway embankment of Kievskoye shosse (M3) and broke up, 5 of the 8 crew killed and all 3 survivors seriously injured; t/t 8,672 hours and 2,482 cycles; cockpit section seen VKO 26jun13	
# 1 9 64048	RA-64048 RA-64048	Tu-204-100 Tu-204-100	Avialinii 400 Red Wings	ULY ULY	31mar09 22apr09	Tu-204-100V; in primer on production line "Coral Travel" logo jet, in orange c/s with blue trim; named 'Antalya'; f/f 08may09; f/n DME 10may09; never taken on charge by Red Wings; used as a test-bed for the new PS-90A2 engines which were mounted 11sep09, f/f with them 17oct09; l/n ULY 26oct09; trials completed nov09; engines replaced by standard PS-90A and aircraft prepared for repainting by 01dec09	
# 4 8 64049	P-633 RA-64049 RA-64049	Tu-204-100 Tu-204-100 Tu-204-100	Air Koryo primer Red Wings	ULY f/f ULY	11jan10 25dec08 18jan09	in full c/s; export CoFA issued 04mar10; d/d 04mar10; l/n PEK 07dec24 Tu-204-100V-04 left the paintshop 18jan09; mfd 16feb09 and h/o at ULY the same day; rgd 20feb09; conducted the last revenue flight of a Red Wings Tu-204 17oct18; stored at MRV, seen 17nov18; repainted in white c/s with thin red cheatline and light grey undersides; reflown 28sep19; canx 30sep19	
	EX-20402	Tu-204-100	Sky KG Airlines	rgd	16jan20	intermediary company, used to avoid US sanctions against trade with North Korea; in white c/s with thin red cheatline and light grey undersides; f/n MRV 05jun20 with titles; l/n MRV 05jun21; ferried to DME 07oct21; l/n ZIA oct21; canx between 30oct21 and 03jan22	
# 1 9 64050	RA-64049 RA-64050	Tu-204-100 Tu-204-100	Red Wings	rgd f/f	27sep22 22feb09	visible on GE oct22/oct24 stored, but the actual registration worn if at all is unknown Tu-204-100V; c/n confirmed; h/o at ULY 31mar09 and ferried to VKO the same day; rgd 03apr09; l/n without additional sticker VKO 12sep09; received a 'National Football Team' sticker behind the front door on both sides; f/n as such SSH 01dec09 and l/n as such DME 16jul15; f/n without that sticker again GOJ 20aug15; the left engine caught fire on take-off from Ufa 22aug18, but the aircraft landed safely at Ufa again some minutes later; stored without engines at UFA, seen dec18/sep21; made airworthy again in summer 2023 and ferried from UFA to ULY 14jul23; to be operated by Red Wings again	
# 2 9 64051	RA-64051 RA-64051	Tu-204-100 Tu-204-100	primer Aviastar-TU Cargo	f/f ULY	09aug09 03apr10	Tu-204-100S-03; major assemblies without fuselage seen on the assembly line 31mar09 in silver c/s with orange belly and trim, small 'Aviastar-TU' and large 'Cargo' titles; official mfd 31mar10; accepted by Ilyushin Finance Co. 28apr10, but never taken on charge; rgd 14may10; without valid CoFA as of aug10; l/n ULY 25aug12; reflown after storage 25nov12	
	RA-64051	Tu-204-100	Transaero	h/o	03jun13	at ULY and ferried to DME the same day; in silver c/s with orange belly and trim, small 'Transaero' and large 'Cargo' titles; rgd 20sep13; f/n DME 18jun13; Transaero stopped operations 26oct15; stored at DME, seen oct15/jul16; ferried for painting to ULY 26jul16; sold to Pochta Rossii 15aug16 with t/t 2,215 hours and 465 cycles; current on register 26aug16	
# 2 9 64052	RA-64052 RA-64052	Tu-204-100 Tu-204-100	primer Aviastar-TU Cargo	f/f ULY	29oct09 03apr10	opb GosNII GA; in dark blue c/s with large titles; named 'Pyotr I' after the Russian emperor; rgd 03oct16; l/n OVB nov24 Tu-204-100S-03 in silver c/s with orange belly and trim, small 'Aviastar-TU' and large 'Cargo' titles; official mfd 31mar10; accepted by Ilyushin Finance Co. 28apr10, but never taken on charge; rgd 14may10; without valid CoFA as of aug10; l/n ULY 25aug12; reflown after storage 26dec12	
	RA-64052	Tu-204-100	Transaero	rgd	01feb13	in silver c/s with orange belly and trim, small 'Transaero' and large 'Cargo' titles; h/o 18apr13 at ULY and ferried to DME the same day; f/n DME 20apr13; Transaero stopped operations 26oct15; stored at DME, seen oct15/jul16; sold to Pochta Rossii 15aug16 with t/t 1,802 hours and 368 cycles; current on register 26aug16	
# 4 5 64053	RA-64053	Tu-204-100	primer	ULY	05oct09	opb GosNII GA; in dark blue c/s with large titles; named 'Yekaterina II' after the Russian empress; ferried from ULY to VKO 09sep16; rgd 03oct16; l/n VKO 20oct24	
	RA-64053	Tu-204-300	Rossiya	f/f	20aug16	seen on the assembly line oct09/aug15; construction started as a Tu-204-100V, but converted into a Tu-204-300-100 in the process	
	64053	Tu-204-100	OAK	GDZ	07sep18	the sole Tu-204-300-100; fitted for 94 passengers; painted up dec15; l/n ULY 04nov17; never taken on charge	
	RA-64053 RA-64053	Tu-204-100 Tu-204-100	OAK Roscosmos	rgd h/o	20nov18 29dec24 ?	used by OAK as a business jet; in white c/s with geometric motifs on the rear fuselage and 'OAK' titles; l/n GDZ 09sep18 in register as a Tu-204-100V; operated by Red Wings since 21may24; l/n GOJ 01oct24	
# . . 64054	--	Tu-204				may or may not be built	

# . . 64055 # 4 6 64056	-- RA-64056	Tu-204 Tu-204-100	RussAir	f/f	11aug17	may or may not be built Tu-204-100V; VIP aircraft, built by using some assemblies which were originally destined for c/n 64153; seen in primer on the assembly line mar16/aug16; painting completed 08nov17; in white c/s with red and blue trim, no titles; rgd 21dec17; h/o 21dec17 and ferried from ULY to LED the same day; operated by RussAir on behalf of Jetlet for the insurance company Sogaz, based at LED; l/n LED 13sep24
# 4 1 64057	57 RA-64057 RA-64057 RA-64058 RA-64058	Tu-204-300 Tu-204-300 Tu-204-300 Tu-204-300 Tu-204-300	primer primer Rossiya OAK Rossiya	ULY ULY h/o ULY ULY	11jan10 02mar11 09jan12 30apr10 07nov11	Tu-204-300A; on the assembly line, fuselage only by jan10, l/n 20sep10 on the assembly line; r/o oct11; f/f 29oct11; painting started 22nov11 rgd 12jan12; l/n MLA 05dec24 Tu-204-300A; in primer; seen without registration on the assembly line apr10/sep10; r/o oct11 painted up 25oct/07nov11; f/f 26dec11; h/o 20jan12 at ULY; rgd 03feb12; l/n LED feb22 Tu-204-100V; never completed in this version, but converted to a Tu-204-300; seen on the assembly line 15aug15
# . . 64150	RA-64059 150 64150	Tu-204-300 Tu-204SM Tu-204SM	Rossiya OAK OAK	ULY ULY r/o	25mar16 18nov09 13dec10	on the assembly line; ferried to VKO 23mar17; rgd 12apr17; l/n VKO 04aug24 built by using some assemblies which were originally destined for c/n 64054; powered by PS-90A2 engines; seen in primer on production line nov09/jul10 in primer; f/f 29dec10; repainted in white c/s with 'OAK', 'Tupolev' and 'Aviastar' titles and 'IFK' logo, registration initially carried on the wings only; f/n as such ULY 22apr11; l/n as such Zhukovski 13may11; with registration on the tail from jun11 instead of the 'IFK' logo; l/n ZIA 02apr12; seen LED 05may12 with additional 'Aviastar SP' titles; l/n ZIA 08apr13 l/n ZIA 21feb14; seen stored ULY 21apr18
# . . 64151	RA-64150 151 64151 RA-64151	Tu-204SM Tu-204SM Tu-204SM Tu-204SM	OAK OAK OAK OAK	ZIA ULY f/f ZIA	21aug13 04dec09 03aug11 26aug13	built by using some assemblies which were originally destined for c/n 64055; seen in primer on the assembly line dec09/may10; painted from 01jun11 in white c/s with 'OAK', 'Tupolev' and 'Aviastar' titles; ground trials started 18jul11; l/n ZIA 11mar13 initially in white c/s with 'OAK', 'Tupolev' and 'Aviastar' titles; l/n as such Zhukovski 16aug14; painted by SpektR-Avia for the movie "Ekipazh-2" (Crew 2) in white c/s with blue and red trim and 'Pegasus' emblems behind the cockpit and on the fin; f/n as such Zhukovski 22sep14; l/n operational Zhukovski 29sep14; stored at Zhukovski from spring 2015; l/n 29aug19
# . . 64152	152	Tu-204SM	primer	ULY	27apr10	fuselage and other assemblies seen on the assembly line apr10/aug15, work was suspended from mar11; seen outside at the factory 19aug17/28sep21, still marked '152' on the fuselage, incomplete and without engines; was reported to be used to build Tu-204-100V c/n 640... following the signing of a contract in jan16
# . . 64153	153	Tu-204SM	primer	ULY	24aug12	fuselage and other assemblies seen on the assembly line aug12, but later used to build Tu-204-100V c/n 64056
# . . 64154 # . . 64...	154 --	Tu-204SM Tu-204-100	primer OAK	ULY	24aug12	fuselage and other assemblies on the production line Tu-204-100V; VIP aircraft, built by using some assemblies which were originally destined for c/n 64152; ground trials started sep17

Tu-214s built by KAPO (former Factory No. 22) at Kazan-Borisoglebskoye from 1996

445 24 001	RA-64501 RA-64501	Tu-214 Tu-214	ANTK im. Tupoleva Kazan Avn Prod As.	mfd SOF	21mar96 23sep02	prototype; f/f same date in primer; f/n LHR 03sep96; l/n ZUH 05nov00 with large 'Tupolev 214' titles; l/n KIH 30nov06; in fleet list 28nov07; l/n Kazan-KAPO 2007 stored, many parts and engines missing; reported aug14 to be upgraded to a Tu-214E and become a test-bed AEA concept aircraft (all electric aircraft); offered by Rostekh to the administrations of the Russian regions 17dec20 for preservation or display	
426 25 002	RA-64502 RA-64502	Tu-214 Tu-214	primer Dalavia	mfd h/o	03may01 22may01	f/f 10apr01 rgd 29may01; named 'Yuri Vorobyov' in memory of the Tu-214's chief project engineer who died jul02; arrived at KAPO for 9,000 hours overhaul 29oct05; seen SVO 05aug08; Dalavia ceased operations 19oct08; stored at KHV since and offered for sale 16jan/28feb12; l/n KHV oct13 still stored and broken up aug14	
431 03 003	RA-64503	Tu-214	Dalavia	mfd	16dec01	h/o 20oct01; f/n DME 22nov01; rgd 02apr02; operator ceased operations 19oct08; seen KHV aug09/oct13, stored; offered for sale 16jan/28feb12; broken up KHV sep14	
412 04 004	RA-64504	Tu-214	Rossiya	f/f	22jun02	c/n in register as such, but presented near the door as 41402004; not a VIP aircraft; mfd 22jul02; rgd 04dec02; f/n VKO 09jul05; new CoFR issued 26aug09; seen OVB 05aug17; made a hard landing at Ulaanbaatar probably in 2017 and was stored at Kazan since, seen aug19; new CoFR issued 18feb22	
422 04 005	RA-64505	Tu-214	Rossiya	mfd	29dec02	not a VIP aircraft; rgd 05mar03; f/n VKO 27jun03; tender published 13jul20, to access the technical condition with regards to extending the service life; not current in fleet list jan21; active 25mar21 according to flight trackers (had not flown since 17jun19); l/n VKO 06jun21	
442 04 006	RA-64506	Tu-214	Rossiya	mfd	08aug03	rgd 27aug03; not a VIP aircraft; f/n VKO 17aug03; seen VKO 08aug10; not seen again until aug13 at Kazan-KAPO, engineless; l/n KEJ 20jul21	
423 05 007	RA-64507	Tu-214	Dalavia	h/o	23dec03	official mfd 30dec03; started revenue flights 21jan04; rgd 28jan04; f/n KIJ 06feb04; l/n active TLV 11sep08; Dalavia ceased operations 19oct08; stored at KHV until ferried to ZIA 06/07apr09; l/n there 23aug09	
	RA-64507	Tu-214	Airstars	rgd	09sep09	in basic Dalavia c/s with additional small 'Airstars' titles; f/n DME 25dec09; CoFA expired 26jan10; l/n active CEB 16mar10; ferried to KAZ dec10 and stored there; sold by OAO Nezavisimyye Tekhnologii to OAO Tupolev 25jun14; canx 12jan15; converted by KAZ in 2016/18 into, see next line	
	64507	Tu-214LMK	OAK	f/f	28dec18	flying laboratory with the nose of a Tu-160; in basic Dalavia c/s, no titles; used for the development of the avionics for the Tu-160M2; l/n KAPO nov23	
443 05 008	RA-64508	Tu-214	KrasAir	mfd	30dec04	h/o 30may05; named 'Vasili Molokov'; f/n PED 12jun05; l/n operational DME 22mar08; operator's certificate revoked 01nov08; stored with KAPO from mid-2008, l/n aug14/2019, without engines	
434 06 009	RA-64509 RA-64509	Tu-214 Tu-214	primer Transaero	Kzp Kzp	dec04 26jan07	on the assembly line; c/n confirmed; f/f 17nov06; mfd 26dec06 acceptance trials started 06apr07; ferried from Kazan to DME 19apr07; h/o 23apr07; rgd 28apr07; started revenue flights 18may07; new CoFR issued 17nov10; l/n RMI nov14; stored at Kazan from 25oct15; current on register 01aug23	
	64509	Tu-214	OAK	Kzp	14jun24	f/f after restoration to airworthiness (taken out of storage nov22); initially still in basic Transaero c/s, no titles; ferried to MSQ 18jun24, for repainting by MZGA No. 407; repainted in white c/s with blue fin, large 'Tu-214' and small 'OAK' and 'Tupolev' titles; r/o 19jul24; to be used as a flying laboratory for the 'import replacement' programme, to test Russian avionics, components and parts	
444 06 010	RA-64510	Tu-214	Dalavia	Kzp	18jun05	flying; h/o 20jul05; official mfd 21jul05; started revenue flights 28jul05; l/n operational DME 08sep08; Dalavia ceased operations 19oct08; was stored at KHV until ferried to ZIA 31mar09/01apr09; l/n ZIA 23aug09	
	RA-64510	Tu-214	Aerostars	rgd	20jan10	in basic Dalavia c/s with tiny 'Aerostars' titles under the cockpit; f/n VKO 08aug10; l/n operational VKO nov10; stored with KAPO by oct11	
	RA-64510	Tu-214	Aviastar-TU	ZIA	12aug12	repainted in red/silver c/s, no titles in 2012; did not enter service with Aviastar-TU; new CoFR issued 12dec14; l/n ZIA 29aug19/17oct22 stored; see next line	
	RA-64510 RA-64511	Tu-214 Tu-214R	Red Wings KAPO im. Gorbunova	f/f	24dec09	was to be sub-leased from Aviastar-TU, but not taken up, see previous line reconnaissance version (izdeliye 411, code name of the complex "Fraktsiya-4") with side-looking airborne radar etc.; f/n Kazan-Borisoglebskoye 02mar11; l/n KHV 17dec12, still in primer	
415 07 012	64511 RA-64512 RA-64512	Tu-214R Tu-214 Tu-214	KAPO im. Gorbunova primer Dalavia	Kzp mfd h/o	10jul13 10jun06 31aug06	in grey c/s with Russian flag on fin, no titles; to be delivered to the Russian Air Force in 2013; l/n ZIA jul14 c/n confirmed; f/n LED 18jul06	
						at KHV; named 'Graf Muravyov-Amurski' 08sep08 after a tsarist governor of the Russian Far East; Dalavia ceased operations 19oct08; was stored at KHV until ferried (with landing gear down) to KJA 25mar09 and got stuck there until 05may09 because of technical problems; opb Aerostars from 20oct09, seen DME 20oct09 with additional small 'Airstars' titles; in storage with KAPO by oct11; was to be converted into a freighter and used by KAPO; seen ZIA 12aug12/29aug19 stored	
425 07 013	RA-64513 RA-64549	Tu-214 Tu-214	primer Transaero	f/f h/o	16aug08 28nov08	c/n confirmed; on production line by late 2004; f/n LED 23aug08; mfd 24sep08 new registration allocated on demand of the airline (because of superstition); painted up sep08; rgd 17nov08; f/n DME 29nov08; l/n KZN may16/sep20	
	014	RA-64514	Tu-214R	KAZ im. Gorbunova	r/o	31oct14	reconnaissance version (izdeliye 411, code name of the complex "Fraktsiya-4") with side-looking airborne radar etc.; in primer, no titles; already seen on the assembly line 27apr12; f/n flying 01apr15; l/n Kazan-Borisoglebskoye 18jun15
	RF-64514	Tu-214R	Russian Air Force	Kzp	31oct15	in grey c/s with Russian flag and 'VVS Rossii' titles on the fin; h/o in late 2015; deployed to Latakia-Hmeimim 15/29feb16 and 28jul16/09dec16; l/n Kubinka 24aug18	
445 07 015	RA-64515 RA-64515	Tu-214SR Tu-214SR	primer Rossiya	f/f LED	27apr08 30jan09	airborne relay-station; underwent ground trials mar/apr08; l/n may08, flying airborne relay-station; h/o 01jun09; l/n VKO 19jul16; tender published 13jul20, to undertake work to remove from storage at VKO and prepare for a ferry flight prior to undergoing maintenance; not current in fleet list jan21 and sittin engineless at VKO and moved to the scrap aerea early 2022	
427 09 016	RA-64516 RA-64516	Tu-214SR Tu-214SR	primer Rossiya	f/f LED	10dec08 06may09	airborne relay-station airborne relay-station; h/o 01jun09; l/n PEK 18dec23	
417 09 017	RA-64517 RA-64517	Tu-214PU Tu-214PU	primer Rossiya	f/f KHV	12may10 15aug10	airborne command post airborne command post; official mfd date 12oct10; rgd 18oct10; l/n VKO nov20	
447 09 018	RA-64518	Tu-214	Transaero	f/f	05aug09	f/n LED 11aug09; official mfd 28aug09; h/o 02oct09; rgd 08oct09 to FLK (sold to IFK in 2010); in full c/s; new CoFR issued 25jan11; l/n operational LED 06sep15; stored at DME, seen oct15/jun16; ferried from DME to KZN 13jul16	
	RA-64518	Tu-214	Red Wings	DME	25aug16	leased from IFK; in white c/s with dark blue belly and engines, with 'Red Wings' titles; test-flown, ferried from the KAPO factory to DME and started revenue flights 03jun17; ferried to KZN 30sep17 on return to the lessor and mothballed; stored at KZN, seen jun18/aug23; current on register 01aug23; test-flown 22sep23 and ferried from KZN to ULY for repainting 23sep23	
	RA-64518	Tu-214	OAK	ULY	11oct23	in white c/s with blue fin, large 'Tu-214' and small 'OAK' and 'Tupolev' titles; ferried from ULY to KZN 11oct23	
	RA-64518	Tu-214	Red Wings	h/o	28dec23	still in full OAK c/s; seen ZIA 30jan24 now with only large 'Tu-214' titles; started revenue flights 02feb24; l/n DME 22aug24	
427 09 019	RA-64519	Tu-214ON	primer	f/f	01jun11	'Open Skies' aircraft, equipped with M402N SLAR, A-84-ON, AK-111 and AK-112 cameras as well as other sensors; ferried to ULY for painting 30jun11	

	RA-64519	Tu-214ON	Russian Air Force	Kzp	24jul11	in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; returned from painting to KAPO 24jul11; l/n ZIA 12dec12
	RF-64519	Tu-214ON	Russian Air Force	h/o	aug13	f/n ZIA 20aug13; in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; l/n CKL jan22
447 09 020	RA-64520	Tu-214PU	primer	f/f	25nov10	airborne command post; l/n ULY 29dec10
439 11 021	RA-64520	Tu-214PU	Rossiia	h/o	15jan11	at ULY; accepted 21mar11; rgd 24mar11; l/n PEK 20dec23
	RA-64521	Tu-214	primer	f/f	05dec12	version for 150 passengers; was initially built for Transaero
	RA-64521	Tu-214	Rossiia	h/o	mar13	ownership registered already 22jan13; f/n VKO 07may13; l/n VKO 27aug24
439 11 022	RA-64522	Tu-214SUS	Rossiia	r/o	oct11	f/f 27oct11; h/o 29dec11; rgd 11jan12; l/n VKO 28jun21
441 04 023	RA-64523	Tu-214VPU	primer	f/f	25sep13	airborne command post
	RA-64523	Tu-214VPU	FSB	h/o	15dec13	in white/light grey c/s with Belavia-style blue cheatline, no titles; f/n Kazan-Borisoglebskoye 17nov13; rgd 26dec13; l/n VKO 15apr21
430 03 024	RA-64524	Tu-214SUS	Rossiia	r/o	oct11	f/f 30dec11; h/o 05apr12; rgd 09apr12; l/n VKO 25jun22
025	RA-64525	Tu-214ON	Russian Air Force	Kzp	05feb13	'Open Skies' aircraft, equipped with M402N SLAR, A-84-ON, AK-111 and AK-112 cameras as well as other sensors; in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; f/f 18dec13; russianplanes.net gives c/n as 43003025, jetphotos.com gives c/n as 41003025
	RF-64525	Tu-214ON	Russian Air Force	h/o	04jul14	'Open Skies' aircraft, equipped with M402N SLAR, A-84-ON, AK-111 and AK-112 cameras as well as other sensors; in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; seen Kubinka 22aug18 with additional small 'VKS Rossiia' titles on the fin; l/n CKL 23mar23 active
430 03 026	RA-64526	Tu-214SR	primer	f/f	11oct14	airborne relay-station; production started in 2011
	RA-64526	Tu-214SR	Rossiia	Kzp	15nov14	h/o 22jan15 and ferried to VKO the same day; rgd 27jan15; l/n VKO 20oct24
442 05 027	RA-64527	Tu-214SR	primer	f/f	25jun15	airborne relay-station; production started in 2011; f/n Kazan-Borisoglebskoye 25jun15; l/n Kazan-Borisoglebskoye 29jun15
	RA-64527	Tu-214SR	Rossiia	VKO	03aug15	h/o 25aug15; rgd 03sep15; l/n VKO 2021
423 06 028	RA-64528	Tu-214SR	Rossiia	f/f	dec15	airborne relay-station; production started in 2011; conducted a test flight 16dec15; f/n LED 24mar16; rgd 27apr16; h/o may16; l/n VKO 24mar22
433 06 029	RA-64529	Tu-214PU	primer	f/f	14oct17	Tu-214PU-SBUS (airborne command post); the fuselage marked '529' was seen on the assembly line jun14/apr15; l/n Kazan-Borisoglebskoye 18oct17
	RA-64529	Tu-214PU	Russian Air Force	PKC	18dec17	based at Chkalovski; in light grey c/s with 'Russian flag' cheatline, no titles; ferried from Kazan-Borisoglebskoye to CKL 17mar18; toc 26mar18; seen CKL 06sep18; officially rgd 25feb19; l/n PEK 16may24
433 06 030	64530	Tu-214PU	primer	f/f	30nov17	Tu-214PU-SBUS (airborne command post)
	RA-64530	Tu-214PU	Russian Air Force	ULY	09jan18	based at Chkalovski; in light grey c/s with 'Russian flag' cheatline, no titles; h/o 18jun18; l/n THR 07sep18; officially rgd 25feb19; l/n PEK 16oct24
448 11 031	RA-64531	Tu-214	primer	f/f	28dec18	l/n Kazan-Borisoglebskoye 18aug19
	RA-64531	Tu-214	Rossiia	UFA	02oct19	h/o at Kazan-Borisoglebskoye 05aug21; rgd 18oct21; f/n OMS jan22; l/n LED 27sep23
449 12 032	RA-64532	Tu-214	primer	f/f	19jun20	ferried to ULY for painting 23jun20
	RA-64532	Tu-214	Rossiia	ULY	08jul20	painting completed 08jul20; h/o at Kazan-Borisoglebskoye 05aug21; rgd 18oct21; f/n OMS jan22; l/n AER 21jun24
449 12 033	RA-64533	Tu-214	primer	f/f	29dec20	ferried to ULY for painting on its second flight
	RA-64533	Tu-214	Rossiia	Kzp	jan21	in full c/s; seen active at the Kazan factory airfield aug22/aug23; h/o 28dec23; l/n CAN 14nov24
440 22 034	RA-64534	Tu-214	primer	f/f	28may21	ferried to ULY for painting; l/n ULY 30may21
	RA-64534	Tu-214	FSB	ULY	17jun21	in white/light grey c/s with Belavia-style blue cheatline, no titles; ferried from ULY to Kazan-Borisoglebskoye 17jun21; rgd 15jul22; l/n LED 12may24
035	RA-64535	Tu-214	primer		mar23	on the assembly line; f/f 27dec24, with call-sign XAV9023; for the Ministry of Interior, to be opb Red Wings; planned for delivery in 2025
036	64536	Tu-214	primer		mar23	fuselage seen on the assembly line; for UVT-Aero
037	64537	Tu-214				for UVT-Aero

Tupolev Tu-334

The Tu-334 was a new DC-9 look-alike passenger aircraft designed as a replacement for the Tu-134. It was rolled out at the 1995 MosAeroshow, which was held at Zhukovski. First flight was planned for May 1997, after having been delayed for some years it finally took place on 8 February 1999. Certification was hoped to take place in 1997, although this has still not happened as of today and no future date is known at present.

According to the manufacturer, considerable knowledge gained during the Tu-204 programme has been used in the design of this 150 seater. In early 1994 four prototypes were reported nearing completion. In the summer of 1997 it was announced that a production line was to be opened at Esfahan (Iran). Unfortunately all these good intentions did not materialize as a result of the economical situation in the CIS, and currently the prototypes are the only aircraft built.

Tu-334 prototypes built by various factories

01 001	RA-94001	Tu-334	OAO Tupolev	ZIA	25aug95	first prototype; built by ANTK im. Tupoleva (former Factory No. 156) at Moscow-Lefortovo; completed in late 1993; transported to the OAO Tupolev outlet at Zhukovski in early 1994; displayed during MAK'S'95 at Zhukovski; c/n given in press reports as just '001'
	94001	Tu-334	OAO Tupolev	f/f	08feb99	from Zhukovski; seen stored, without engines, at Zhukovski jan12/oct22; offered by Rostekh to the administrations of the Russian regions 17dec20 for preservation or display
01 002	--	Tu-334	bare metal	ZIA	09aug07	static test airframe; built by ANTK im. Tupoleva (former Factory No. 156) at Moscow-Lefortovo; fuselage arrived from Taganrog-Yuzhny in early 2000 and wings from Kiev in early 2001; underwent tests with the TsAGI at Zhukovski; fuselage stored at Zhukovski, l/n 27jun08
01 003	--	Tu-334-100	bare metal			third flying prototype, never completed; construction started at Taganrog-Yuzhny and continued at slow pace at LAPIK at Lukhovitsy (wings arrived from Kiev oct03); transported by road to KAPO at Kazan-Borisoglebskoye dec06; fuselage only seen in KAPO 01jun09
01 004	--	Tu-334				dynamic test airframe for fatigue trials; was to undergo tests with the TsAGI at Zhukovski, but was probably never built;
01 005	--	Tu-334-100	bare metal	r/o	02aug03	second flying prototype; built by "Aviant" at Kiev-Svyatoshino; f/n in assembly shop 14aug02; completed by jun03
	RA-94005	Tu-334-100	primer	f/f	21nov03	from Kiev-Svyatoshino; named 'Alexander Kharlov'; ferried to Zhukovski 27nov03; c/n given in press reports as just '005'
	94005	Tu-334-100	OAO Tupolev	DME	23jun04	named 'Alexander Kharlov'; seen ZIA 20may10; probably with KAPO at Kazan-Borisoglebskoye by 2012; l/n Kazan-Borisoglebskoye stored aug20/sep24

Tupolev PAK DA

A tender for the development of the PAK DA (Future Aviation Complex of Long-Range Aviation) was issued in 2007, and it was won by the Tupolev Design Bureau in August 2009. The advance project for the aircraft with the internal designation "Izdeliye 80" was approved in spring 2013 and the technical project in 2016. The new strategic bomber of flying wing design with stealth features is to be powered by two Kuznetsov NK-32F engines and will have an MTOW of 145 tonnes and a weapons payload of 30 tonnes. Its range without refuelling is to be 15,000 km. On 1 March 2017, it was reported that the first full-scale model of the PAK DA was built. The first flight of the prototype is expected for around 2025.

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