

REPUBLIC OF SOUTH SUDAN
MINISTRY OF TRANSPORT

2018

FINAL REPORT OF L-410 UVP UR-TWO

Report for South West Aviation

L-410 UVP (UR-TWO) Crashed, On 9, Sept 2018

At Yirol, Eastern Lake State, Republic Of South Sudan.



LET-410 UVP(UR-TWO)

FINAL REPORT OF L-410 UVP ACCIDENT IN YIROL.

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GLOSSARY OF ABBREVIATIONS:

- ACCID:.....Accident.
INCID.....Incident.
OPS:.....Operations.
RSS:.....Republic of South Sudan.
SSCAA:.....South Sudan Civil Aviation Authority
AOC:.....Aircraft Operator Certificate.
C of A:.....Certificate of Air Worthiness.
C of R:.....Certificate of Registration.
CVR:.....Cockpit Voice Recorder.
FDR:.....Flight Data Recorder.
NAV:.....Navigation.
DEST:.....Destination.
UHF:.....Ultra High Frequency.
VHF:.....Very High Frequency.
ICAO:.....International Civil Aviation Organization.
NM:.....Nautical Mile.
SS :.....South Sudan.
ATC :.....Air Traffic Control.
AAIID :.....Aircraft Accident Incident Investigation
Department.
DME :.....Distance Measuring Equipment.
VOR :.....Very High Frequency Omni Directional Range.
NBAAINational Bureau for incidents and Accidents
Investigation of Civil Aircraft.



Figure: 1 Picture of let 410: Registration UR-TWO before the Accident.

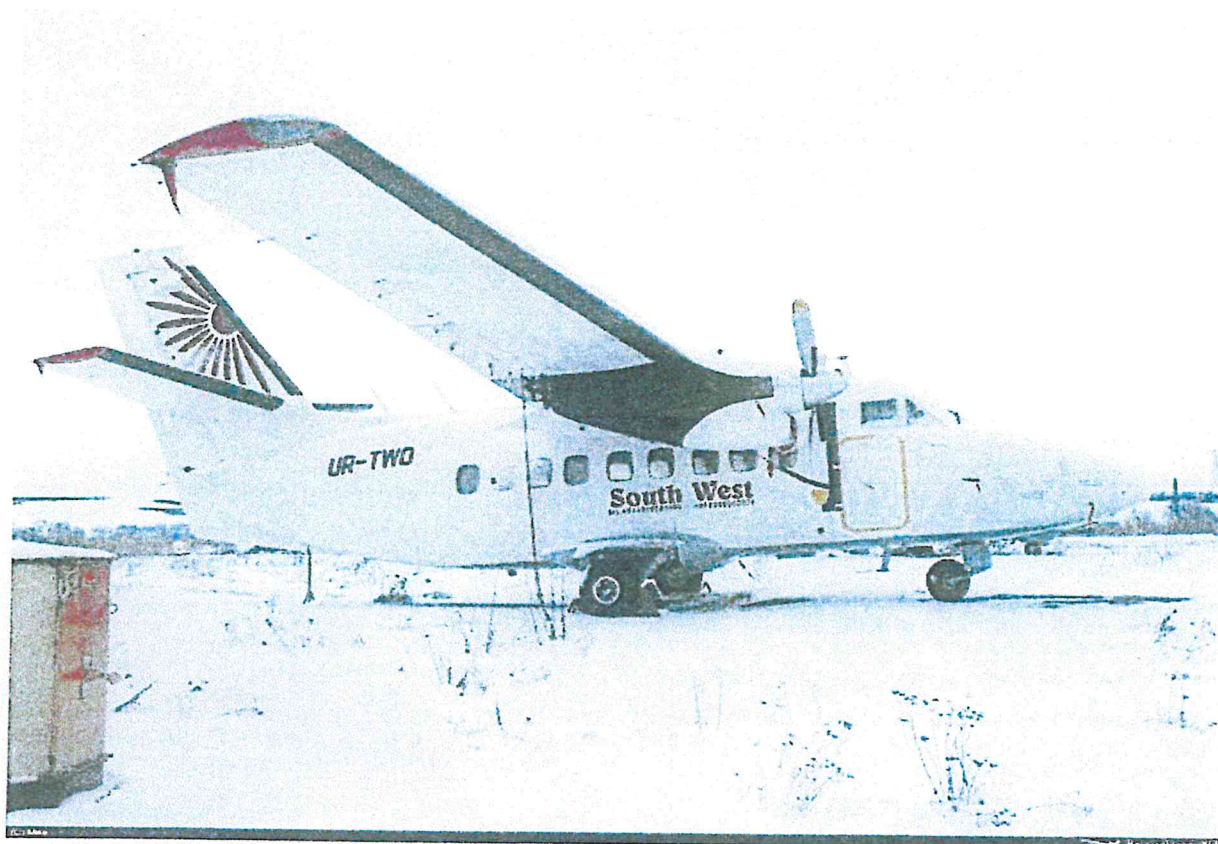
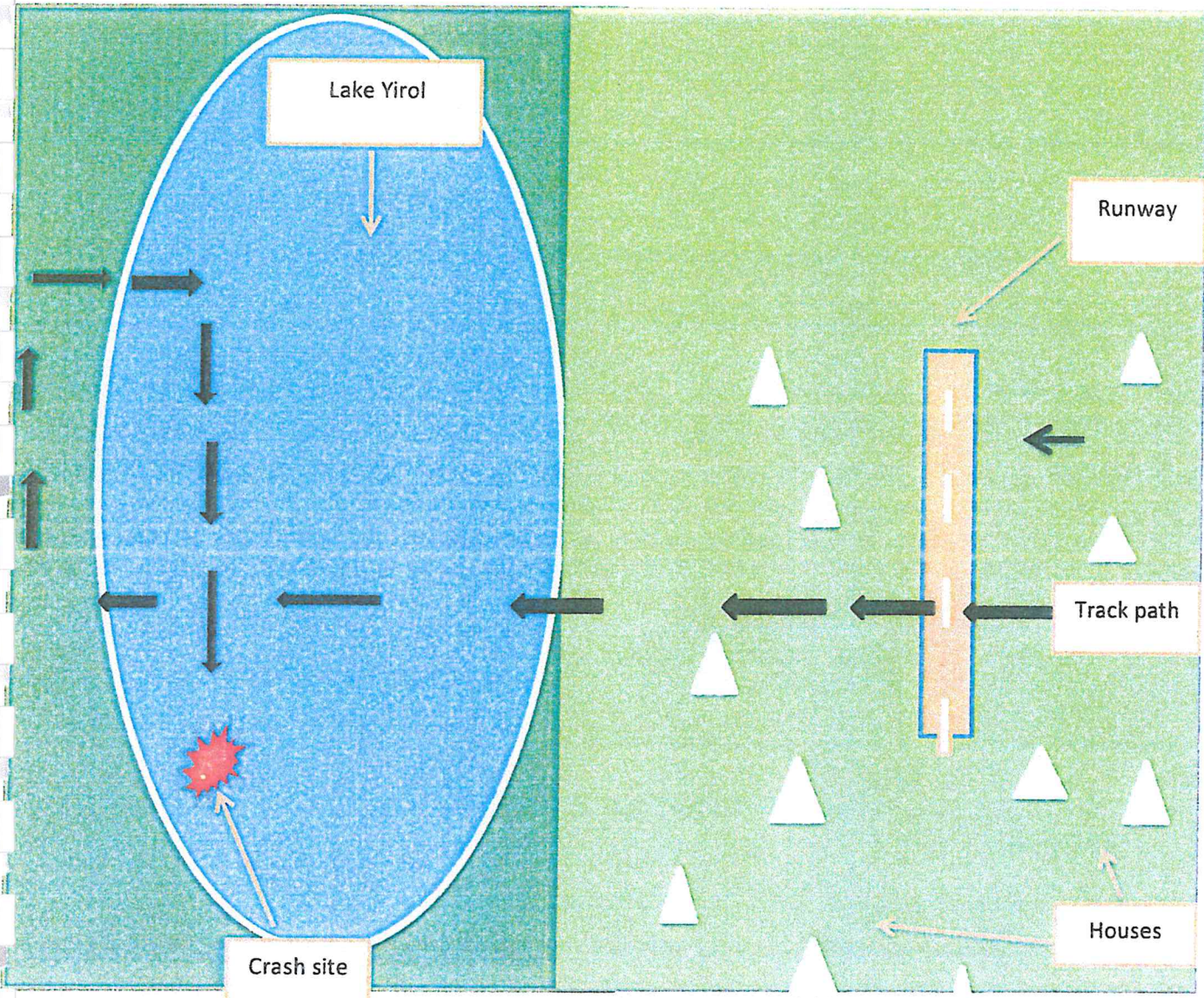
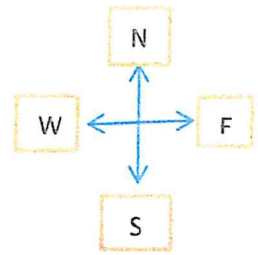


Figure 2: After the crash of UR-TWO.



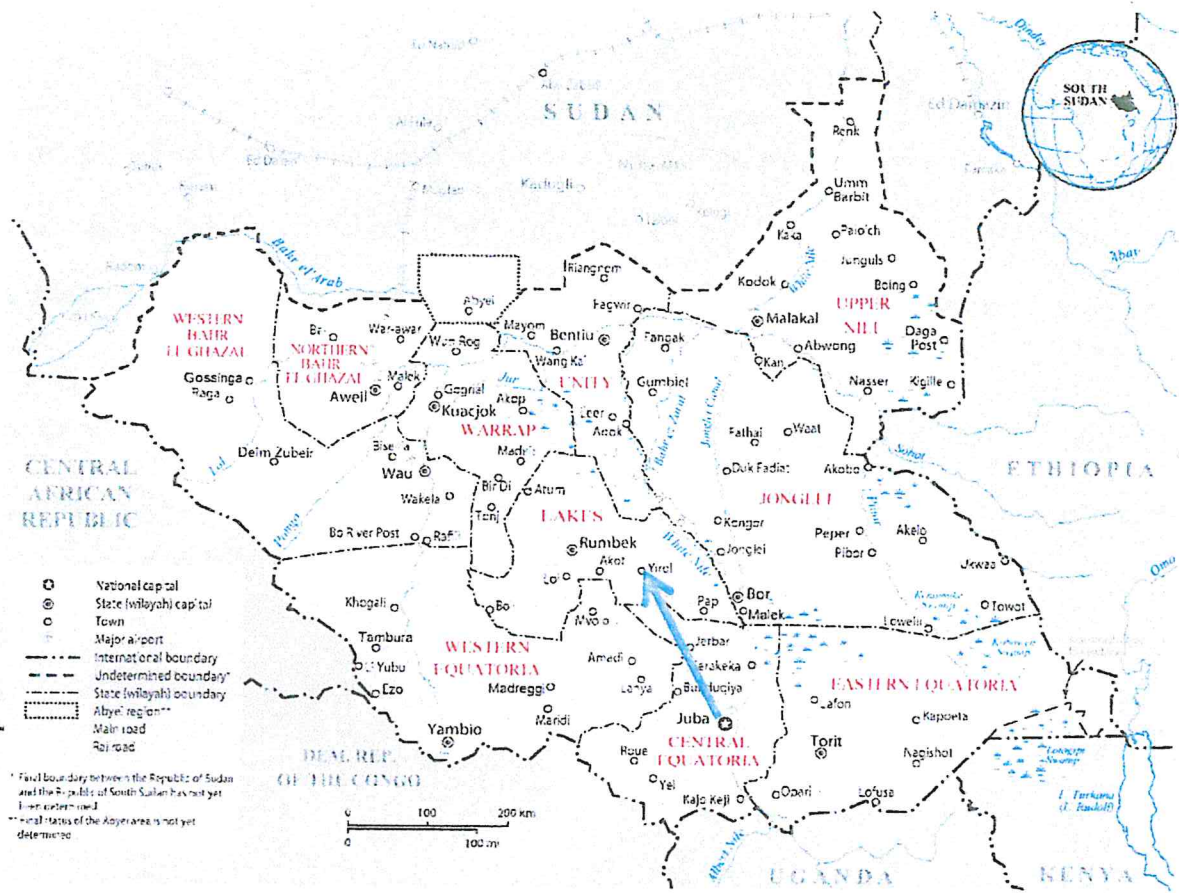
Figure 3: Sketch of the Aircraft crash path.



- Outline: colors**
- Black: flight track
 - Blue: Lake Yirol
 - Red: crash position
 - Brown: Airstrip Runway
 - White



Figure4: Map of Republic of South Sudan and flight routing to Yirol.





REPUBLIC OF SOUTH SUDAN
MINISTRY OF TRANSPORT

AIRCRAFT ACCIDENT/ INCIDENT INVESTIGATIONS DEPARTMENT.

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Juba Int. Airport.

10th Sept 2018.

AIRCRAFT ACCIDENT NOTIFICATION

- Location of the accident.....Yirol, Eastern Lake State
- Type of A/ CLet-410 UVP.
- Date & time of accident.....9th Sep. 2018 at 05:45GMT.
- Number of Passengers.....21
- Fatalities.....20
- Injuries..... 3
- Number of Crew.....2
- Company name.....South West Aviation.
- Manufacturer.....Czech, Let Kunovice.
- Year of manufacturer.....November 14th 1984.
- A/C registration No and date.....UR-TWO.
- A/C serial number.....841328.
- Engine type..... Walter M601B.
- Point of departure..... Juba International Airport.
- Point of intended landing.....Yirol Air-strip
- Nature of A/C damage..... Total damage(write-off)
- Phase of A/C during accident.....landing search.



Narrative.

On the 09th of September 2018, South West Aviation aircraft Let-410, Ukrainian Registered (UR-TWO) crashed into Westside of Yirol Airstrip in Eastern Lake State. Twenty (20) people lost their lives and 3 were injured.

This accident happened during the flight planned from Juba International Airport to Yirol airstrip at a distance of 122 nautical miles (nm) from departure point.

The Department of Aircraft Accident and incident investigation in the Republic of South Sudan notified all the parties below.

Cc: Hon. Minister-Transport / RSS-Juba.

Cc: ICAO Regional Director / Nairobi-Kenya.

Cc: Representative of Operator / Juba.

Cc: Rep. Country of Manufacture.

Cc: Rep. Country of Design.

Cc: Rep. Country of Registration.

Compiled by:

**Department of Aircraft Accident and Incident
Investigation, JIA.**



1.1 Factual Information:

Introduction:

The International Civil Aviation Organization (ICAO) is an organization that governs and regulates the Standards of Civil Aviation Annexes.

Since the Republic of South Sudan is a member of ICAO, it is required to conduct aircraft investigations according to ICAO Annex 13 of Chicago Convention of 1944, which deals with Regulation of Aircraft Accidents and Incidents Investigations.

In accordance with Annex 13, chapter 3, paragraph 3.1 provisions, the purpose of this investigation is to prevent occurrence of accidents in the future. The investigation shall have independence in the conduct of the investigation and unrestricted authority over its conducts.

Annex 13 chapter 5, paragraph 5.4.1 also indicated that the investigation proceeding is not to portion any blame or liability. If any criminal or administrative liability, it shall be separate and handled by a different committee after the final report is completed.

History of Flight:

The aircraft Let 410 UVP Registration number UR-TWO is a Ukrainian registered according to its registration documents. The aircraft is owned by Slav-Air Company LLC based in Ukraine.

Slav-Air then leased the aircraft to the South West Aviation Co. Ltd which is based locally here in Juba, Republic of South Sudan.

South West Aviation Co Ltd chartered the aircraft to their client (Baby Tours and Travels Company) who had passengers traveling to Yirol, Eastern Lake State, and Republic of South Sudan.

On the day of the accident, 9th of September 2018 at 05:00 UTC (08:00 Am local time), a chartering company, Baby Air Tours and Travel, chartered the South West Aviation aircraft Let-410 UVP registration UR-TWO from Juba International Airport to Yirol airstrip in Eastern Lake State. According to Baby Air Tours and Travel flight



manifesto, the aircraft had 21 passengers, comprising of 17 adult, 4 children and 2 flight crew totaling to 23 people onboard. The aircraft flew for a total of about 45 minutes to Yirol Town before it crashed into the western side of Lake Yirol about 1.6 km west of the Yirol airstrip.

The local citizens (Fishermen) rushed to the scene of the accident to rescue the passengers and crew. Three people were rescued alive. The lives lost in this accident included 16 South Sudanese, 4 foreigners from various countries including Ethiopia, Uganda and two flight crews from Republic of Sudan. They were transported to Yirol Hospital and later transferred to Juba, the capital for further medical attention under United Nation Mission In South Sudan (UNMISS) supervision.

The Flight Data Recorder (FDR) was recovered on the 10th September 2018 by a joint team comprising of Aircraft Accident Investigation, Civil Aviation, National Security, Military Intelligence, and an Engineer who went to the crash site for assessment. The Black Box was in a good condition and was taken for analysis on 30th of Oct. 2018, in Ukraine- the country of registry. The National Bureau for incidents and Accidents Investigation of Civil Aircraft (NBAAI) conducted and analyzed the device in their laboratory.

1.2 Injuries to Persons:-

INJURIES	CREW	PASSENGERS	OTHERS
FATAL	2	18	
SERIOUS		3	
MINOR/NONE	0	0	
TOTAL	2	21	



1.3 DAMAGE TO AIRCRAFT

- **Fuselage.**

There was visible damage to the aircraft fuselage where the passengers and the crew were seating. The whole fuselage was compressed due to severe impact to the water. The cockpit section scattered into pieces, and the cockpit was compressed. The main fuselage where the passengers were seating also experienced the same damage.

- **Power plant:**

The engines and propellers were damaged and are still in the water.

- **Landing gears:**

All landing gears were not visible at the beginning of the crash but were visible when the water subsided gradually as has been indicated in main figure. The main landing gears were separated from the fuselage on two positions.

- **Engines:**

Both engines were completely destroyed and remained and still submerged into the Lake Yiról water.

They were still connected to the wings but the propellers showed twisted and damaged signs.

- **Fuel Tanks:**

The fuel tanks both tip tanks and internal tanks were damaged as fuel leakage was visible, directly on top of the surface damaged power frame of the integral tank, thus indicating that the fuel system has sustained a major damage.

1.4 Other damages.

No other damages on the ground. However, there was an environmental contamination to the Lake Yiról, with Fuel, hydraulics, engine oil and other materials deposited by the aircraft fragmentation.



1.5 Personal information.

1.5.1. Pilot in Command (PIC):

Name	Sami Omer Ismail
Age	57 years old, born on 30 th September 1961
Nationality	Sudanese
Qualification	ATPL valid until 31/12/2018
Sudan Licence #	0345 from Sudan Civil Aviation Authority
A/C Type rating	Let410.
Weather Minimum	N/A
Total flight hours	N/A - lost with pilot logbook
Flight Hours on type	N/A - lost with pilot logbook
Flight Hours as PIC	N/A -lost with pilot logbook

The captain's license copy indicated that he was rated in let410.

1.5.2 Pilot (SIC):

Name	Mohamed Shams Eldin Elssa Idris
Age	27 years old, born on 16 th Feb 1990
Nationality	Sudanese
Qualification	ATPL valid until 31/oct /2018
A/C Type rating	Let 410 valid 5. June 2018
Sudan licence#	690 from Sudan Civil Aviation Authority
Weather Minimum	N/A
Total flight hours	N/A
Flight Hrs on Type	N/A
Flight Hours as PIC	N/A

The co-pilot license copy indicated that he was rated in let-410 for instrument Flight Rule (IFR) valid until 30/April/ 2019 and first class medical examined on 15th of April 2018.



1.5.3 Flight Engineer:

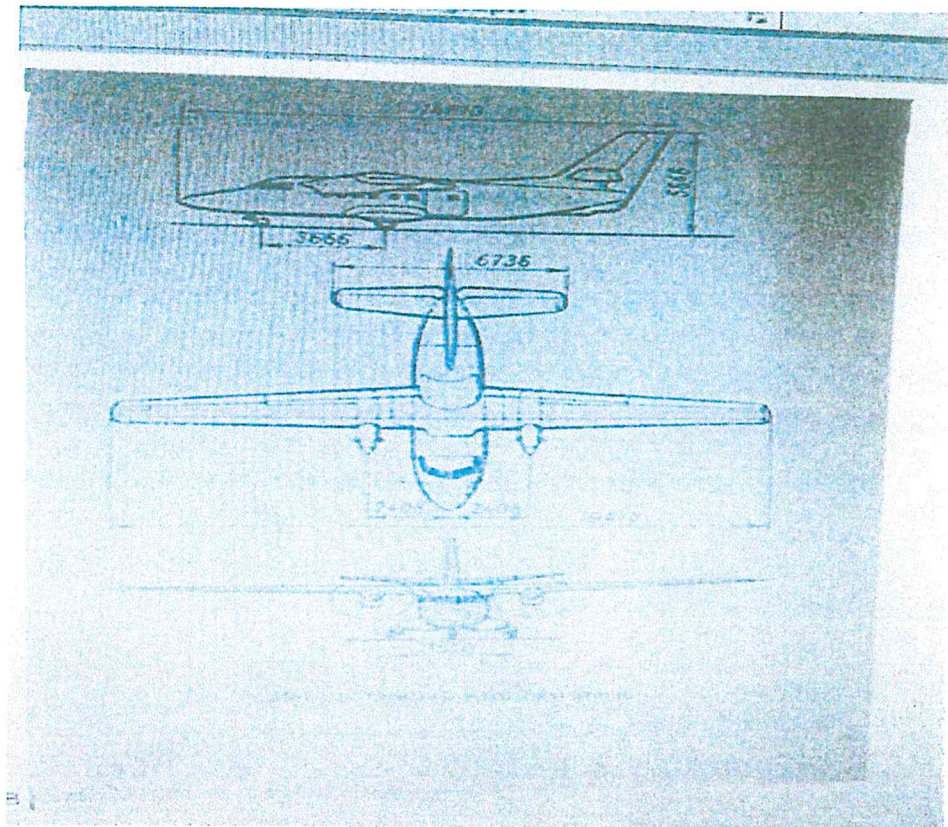
Name	Olecksandr Stetsenko.
Age	52 years old born on 21.06.1966
Nationality	Ukraininan.
Qualification	Aircraft Maintenance technician Category B. power plant and airframe.
Ukraine Licence #	B-MT No 006996
Type of aircraft rating	Let410 UVP E
Additional license	parts 66 AML 002500 from Ukraine. Valid until march 1 st 2021

The Engineer was rated in let 410 UVP E with maximum takeoff 6,400KG and also let410 low weight with Walter M601 engine. The license is valid till 1st march 2021.

The flight crew who brought the aircraft to Juba were different than those who flown the aircraft on the day of the accident. According to the Director of Safety and Flight Operation, the crew members from Republic of Sudan who flew the aircraft on the day of the accident were not inspected by the South Sudan Safety and Flight Operation Department of Airworthiness. Their currency status, licenses and qualifications were unknown to South Sudan Civil Aviation Authority until after the crash.



1.6. Aircraft Information.



Aircraft general view and specifications.

The aircraft is let 410 UVP manufactured in Czech Republic in 1984.

During the accident, the aircraft was carrying a registration mark (UR_TWO) from Republic of Ukraine. All the documents that come with the aircraft were from the country of registry.

The aircraft was owned by a Ukrainian company Slav Air and leased to South West Aviation local company in Republic of South Sudan. The South West later leased to another local company Baby Air to carry passengers to Yirol Eastern Lake State where the aircraft crashed into the Lake Yirol.



1.6.1 Aircraft Logbooks

The aircraft maintenance tech log books were destroyed into the lake during the crash, and have not been found. Some of the maintenance sheet was collected from SlavAir in Ukraine.

1.6.2. Aircraft Licenses:

All aircraft licenses mentioned below were valid:

- Air Operator Certificate (AOC) number 000414 from Republic of Ukraine. Valid till 4/ march 2019
- Airworthiness Certificate (AC). Number 0774 from Republic of Ukraine date of issue 04.05.2018 expire 04.05.2019
- Certificate of Registration (CoR) number PB 1995/5 from Republic of Ukraine April 11th 2018 valid for 1 year.
- Certificate of Release to Service (CRS) number 145.0084 from Republic of Ukraine. Valid on 14th of May 2018.

South Sudan Operation Permit. Number with reference number SSCAA 7.A/ops./0217/018. The date of Validation: 21/05/2018 till 04/03/2019.

Insurance Certificate: IC "EXPO INSURANCE" OASV/EVA no 03/01/2018-1 from 07/05/2018 till 18 march 2019 from Ukraine Company.

The flight manifest was reviewed and showed the weight and balance (empty KG section). There was a slight discrepancy and insufficient information which made it difficult to accurately determine the actual weight and balance for that specific flight. However the weight and balance of the aircraft was an estimated one.



1.6.3 Weight and balance

Empty weight	3,800	kg.
T.O weight	5,700	kg.
Landing weight	5,500	kg.
Crew members weight	2x75+15 = 180	kg. + Crew bags
Passengers...17x 75kg	1,275	kgs
Fuel.....	476	liters.
Pay load (cargo)	255	kg.

1.6.4. Type of fuel.

The fuel the aircraft used was Jet- A1. from Fine Jet Aviation Service certificate number 42494 on the 9/09/2018. It was sampled, checked by fuel depot technicians in the morning before departure and was found to be normal without any contamination and 476 liters loaded the evening of the accident. This fuel grade was certified as described by delivery receipt release certificate of the supplier (Fine Jet) at 7:35am on the day of the flight. This is according to the operation manager of South West Aviation.

1.7. Meteorological information.

TAF/ YIROL 090500Z 0906/1012 VRB03KT 8000 FG FEW030 SCT140

The terminal weather Forecast(TAF) for Yirol area was reported as follow:

On the 9th of September 2018, at 5:00 Zulu(8:00am local), and at 6:00Zulu(9:00am- local time, the wind was blowing from 100° at 12 nautical miles variable at 3 nautical miles. 8000 meters fog reported. Few clouds at 3,000 feet and scattered clouds at 14,000 thousand feet.

The weather forecast, during the flight was clearly visible and the visibility deteriorated when they entered the clouds. The visibility was less than a few



meters that one could hardly see anybody in front (heavily fogged according to ground witnesses that day) and disabled the crew to clearly see the runway or the airport.

The crew circled several times over the town trying to locate the runway. As a result, the crew miscalculated and crash landed the plane into the Lake Yirol.

This incident was confirmed by the local fishermen when they heard a plane circling and later heard a bang just close by.

1.8. Navigation Aids.

No Navigational aids to support landing in Yirol, the crews use onboard instruments for navigation, including the GPS.

1.9 Communication.

No ground to air communication in Yirol since the airstrip is located in uncontrolled airstrip, the crews use "see and avoid" by frequently scanning the sky for any aircrafts at the airstrip vicinity and use the emergency frequency 123.4 or TCAS system and air to air communications when flying in the same area.

1.10. Airport Information.

Juba International airport is equipped with necessary facilities to support domestic and international flights.

- DME
- GNSS
- VHF
- UHF
- VOR.



However, Yirol airstrip, has no Nav-aids, Fire Brigade facilities, and ground communication equipment. The airport is in the center of the city and does have a fence to keep animals, people, and other unwanted objects from penetrating to the airside. .

Yirol Airport information:

Runway Direction: **03/21**

Runway length: **30m x1,400m**

Coordinates:

06.33.05 N

030.30.08 E

1.11. Flight Recorders.

2. The flight data recorder and voice recorder was installed and has been recovered. It was taken to Ukraine for analysis in which the result indicated that during that particular day of the accident, the flight data reel (Film) was not replaced and was reading Zero (0000) on its counter (Indicator).
3. This means that only the previous flight data was recorded but not this particular flight from Juba to Yirol. Therefore during the procession of the raw data, nothing for this flight was indicated. (See attachment below for analysis from Ukraine NBAAI).

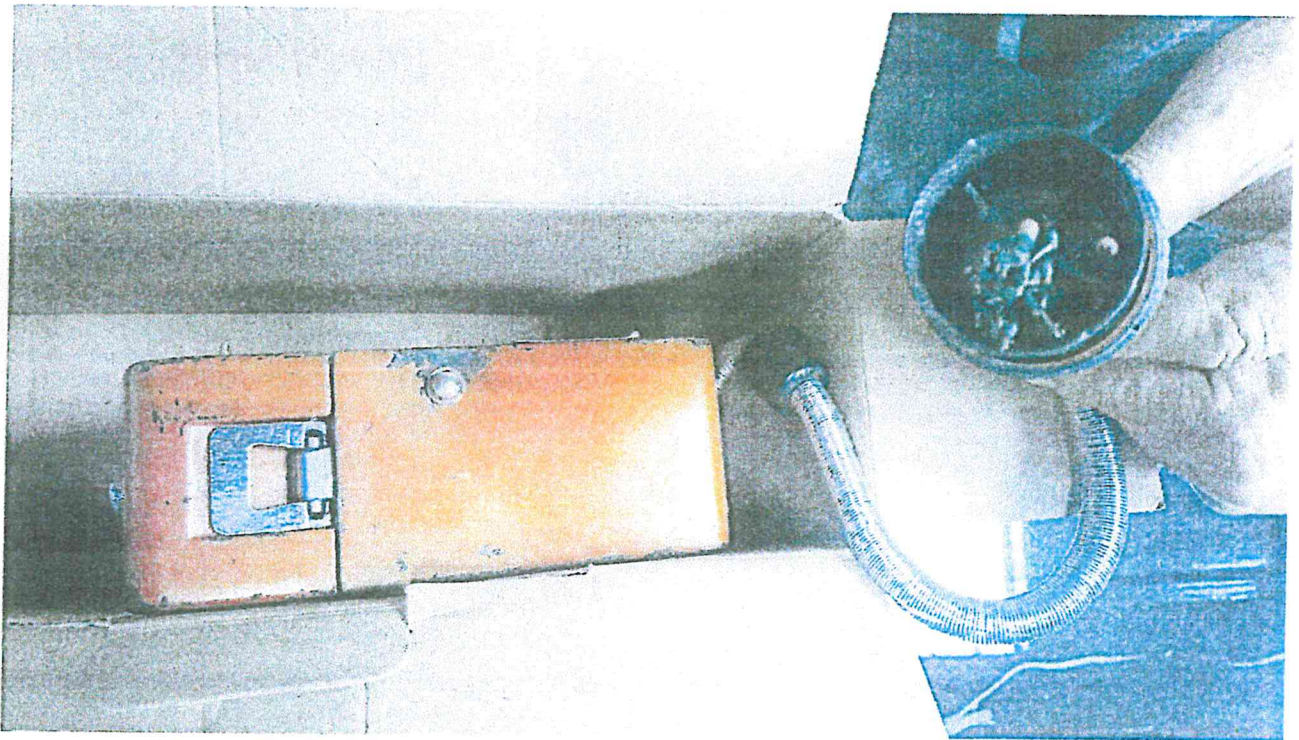
The flight data recorder was installed and was recovered safely and taken for the analysis to Ukraine. The black Box result indicated as follows:



Report

of works performed during decoding of information registered by flight data recorder CAPIII-12, installed on aircraft L-410 UR-TWO at fatal accident near Yiol Airport occurred on 9th September 2018.

On 30th October, the Members of Investigation Committee delivered the mentioned device – CAPIII-12 in a paper box to the laboratory of the National Bureau of Accidents and Incidents Investigation with Civil Aircraft (hereinafter – NBAAI.) For decoding, the data storage device was provided in a form of a photosensitive film, which was installed onboard L-410 UR-TWO aircraft.



During the visual examination of the recording device, no damage was found, therefore, a decision was made to extract the recording cassette with a photosensitive film and carry out the development of the film in a special chemical medium at the photo laboratory. After the film development, the presence of flight data on the photosensitive film was confirmed.



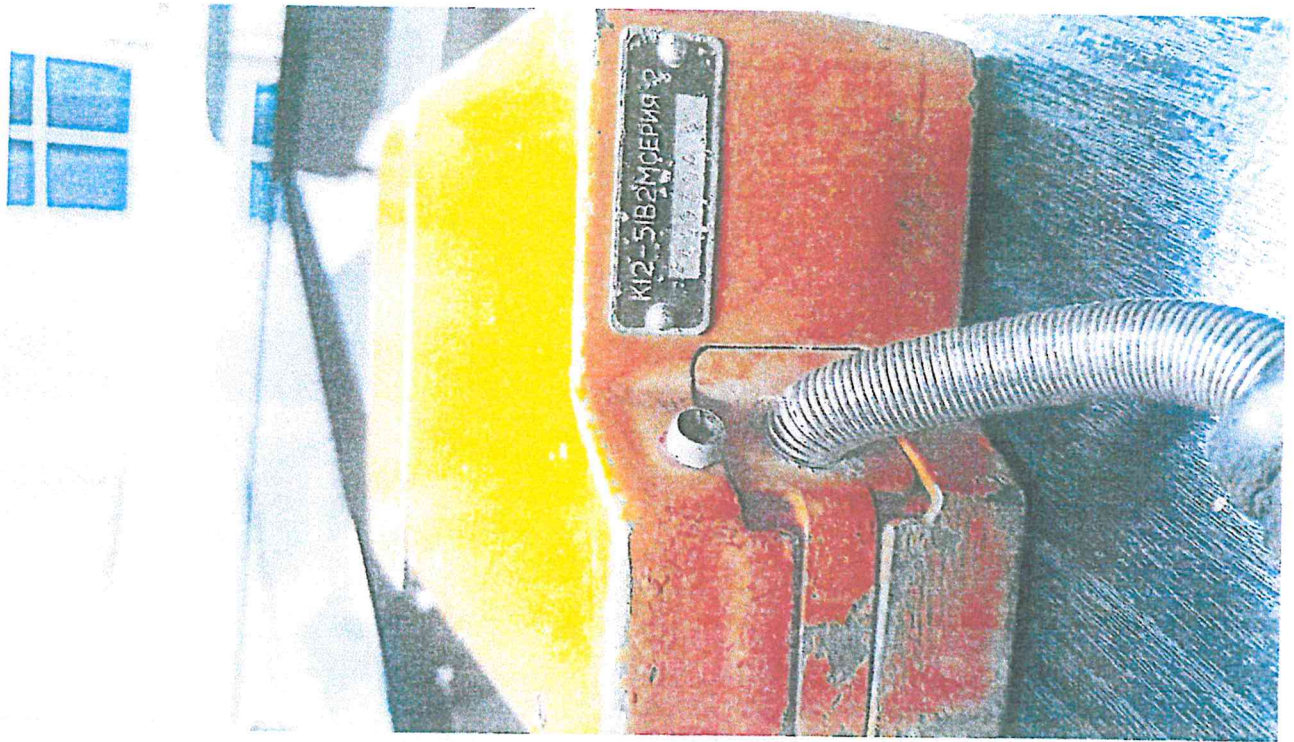
National Bureau of Air Incident and Accident Investigation with Civil
Aircraft

Report

of works performed during decoding of information
registered by flight data recorder CAPIII-12, installed
on aircraft L-410 UR-TWO at fatal accident near Yiol
Airport occurred on 9th September 2018

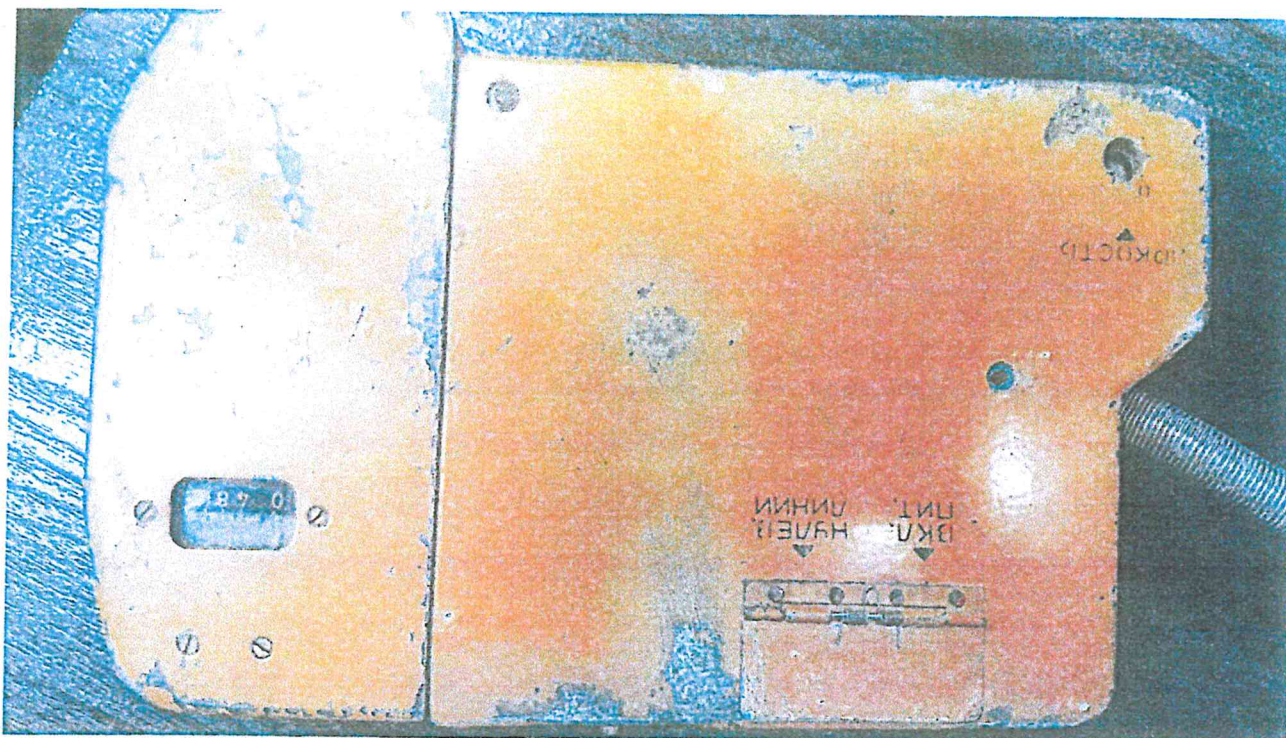
Kyiv 2018





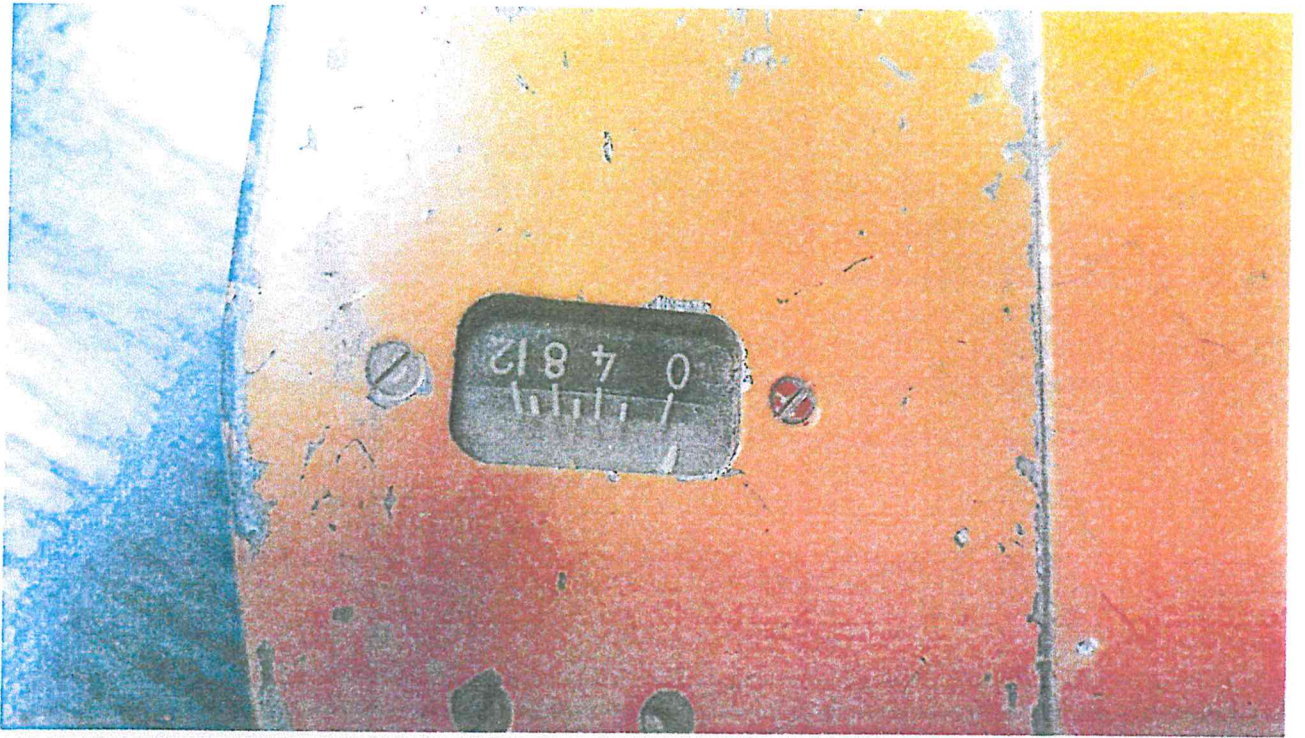
Subsequently, the analysis of the information recorded on the photosensitive film was carried out. In order to determine the quantitative values, it is necessary to obtain the parameter list and calibration characteristics for this specific flight recorder. Because there were no parameter list and calibration characteristics provided for this specific flight recorder, the laboratory experts had to use the standard (or typical) calibration characteristics to analyze the data.





As a result of analysis performed by the laboratory experts, it was found that the accident data is missing on the photosensitive film because, by the time of the accident, the photosensitive film inside the cassette had come to its end. As a result of the analysis, experts concluded that the lack of flight data information does not provide a chance to determine the cause of the accident by this flight data recorder.





The decision was taken to finish the work performed at the laboratory and return the recorder to the Investigation Committee.



1.12 Wreckage and Impact information.

The aircraft was completely damaged beyond repair. The only remaining part was the tail unit. The aircraft on impact scattered on an area of approximately 400 sq. meters where the undercarriage was located about 15 meters away from the main body and some sections of the wing which were still intact

1.13 Medical and Pathological report.

The pathological report from the Eastern Lake State Yiol Ministry of Health and Environment office of the Director General indicated that most of the death were as result of head injuries with suspected intra-cranial haemorrhage, severed bleedings from body fragmentation and also of closed fractures of limbs(Femurs and humours) internal bleeding.

Some of them suffered heart failure attributed to hypovolemic and cardiogenic shocks caused by massive bleeding and pain from the traumatised and injured sites and drowning from aircraft impact to the water.

1.14 Fire.

No fire.

1.15 Survival Aspects.

The accident was not survivable. There is no Search and Rescue team in Yiol, airstrip except for a doctor, and local authorities who took responsibility of rescuing those who survived the crashed.

1.16 Tests and Researches.

There are no test and research facilities except after recovery of the flight data recorder; it was transferred to Ukraine for the readout. The instruments after recovery of the wreckage will also be taken to the same facility for analysis.



1.17 Organization and Management.

The aircraft belongs to Slav air which is based in Ukraine. It was contracted to South West Aviation based in the South Sudan that operated as commercial air transportation for passenger and cargo category. The organization and the aircraft inspection were approved by the South Sudan Civil Aviation Safety department which allows the company to operate commercially here in South Sudan.

1.18 Additional information.

No additional information.

2.0 ANALYSIS.

The investigation committee which was formed by Honorable Minister of Transport, Republic of South Sudan have thoroughly studied and analyzed all the necessary documents and licenses concerning the aircraft together with the crew members. During the accident, all documents were found valid.

After recovery of the wreckage from lake Yirol, the aircraft instrument panel was recovered together with most of the aircraft instruments.

It was analyzed that most the aircraft instruments frozen in the impact according to the instrument panel read as follows:

- The altimeter reading was 1,780 ft.
- Airspeed Indicator was 300 km/hr.
- Attitude Indicator was showing -25° (decent)
- Vertical speed was reading -4° (descent).
- Revolutions per minute (RPM) reading was 190hp.
- Heading Indicator reading was at 280° degrees.
- Barometric Altimeter reading was 290°
- Fuel indicator reading was (Left tank showing 400 ltrs and Right showing 320ltrs).
- Turn coordinator reading was 3°Left.



The Department of Flight Safety and Operation of Republic of South Sudan who is responsible for aircraft and crew certificates validation allowed Slav air to operate in the Republic of South Sudan as per requirements by International Civil Aviation Organization (ICAO) member states.

3.0 FINDINGS.

From the investigations following several leads and interviews, and analysis, the Investigation committee has come up with the following findings:

1. The aircraft is owned by a Ukrainian company called Slav Air company and was leased to Southwest Aviation and entered into Republic of South Sudan in May 2018.
2. The aircraft was issued a ferry flight permit from Khartoum- Sudan to Juba- South Sudan by a Captain from Slav-Air plus two crew from The Republic of Ukraine for repositioning on the 17th of May 2018 and the insurance coverage was valid.
3. Weather report was not good; visibility was very poor due to fog at destination airport.
4. The crew which crashed were different than those who brought the aircraft to South Sudan, and before the crash the aircraft was flown by the two pilots brought from Khartoum by Southwest, **and were not inspected by the SSCAA** according to inspectors from Flight Safety Department.
5. Previously, a week before the crash, the aircraft had undergone some power plant maintenance in Pibor due to propellers malfunction, were not issued a Certificate of released to service from CAA inspectors but just started operations without **informing the SSCAA about this incident which is a must procedure.**
6. The South West company crew did not check the weather briefing at Meteorology department before their departure. This was proved in the sign-in log book which had not been signed by the crew and when



asked by the investigators to provide the aircraft load sheet, it was missing and the operator could not provide one .

7. Baby Air Tours and Travel Company chartered the airplane from the South West Aviation company and put their passengers travelling to Yirol the day of the accident.
8. The company operation manager indicated that the engineer dispatched the aircraft on 9/09/2018 and then he returned to Ukraine on the same morning of the accident day.

4.0 CONCLUSION.

The committee for the investigations of Slav air **let410** aircraft registration UR_TWO has finally concluded that the cause of the accident at Yirol Eastern Lake State **Republic** of South Sudan was caused by a combination of the following factors:

1. **Severely bad weather** in the morning of the accident.(Not making a decision to return back to Juba or diverting to the nearest airport – Rumbek).
2. **Pilot incompetency and error in setting the altimeter** for Yirol airstrip before the crash. (Causing variations in altitude- flying at false altitude actually below the actual flight level).
3. **Replacement of a faulty propeller in Pibor** and not informing the safety department of the changes and not being given the release document for operations.



KEY DECISIONS SOUGHT FROM THE COUNCIL OF MINISTERS:

The following are the key decisions sought from the council of ministers:

1. To declare a total ban on the use of all types of Antonov aircrafts aged 20 years and above from operating in the airspace in the Republic of South Sudan because of the safety concerns which has been manifested in a number of accidents that had claimed the lives of many persons.
1. Any airline operator violating this directive will result in its operation license cancelled.
2. To authorize the Ministry of Transport to engage a consultancy company certified by the International Civil Aviation Organization (ICAO) to carry out a gap analysis of the Civil Aviation Authority performance and to review its Management structure and personnel in all the departments and to conduct training in all aspects in accordance with ICAO Annexes and regulations as outlined in the MOU which is attached to this MEMO.
3. To acknowledge the report of the Investigation committee as a public document which can be relied upon by the parties interested in the matter.

Member of the committee:

1. **Rtd. Capt. Jalling Deloro Yengkeji.....Chairman of the Committee and D.G./ Aircraft Accident Investigations Department.**
2. **Pilot Kuot Yolo Matiop.....Secretary of the Committee / Inspector of Accidents.**
3. **Eng. Yuanis Paulino Nimir.....Member / Pilots & Engineers Association of South Sudan.**
4. **Hon. Lueth Manyang Luk.....Member / Representative of the victims families.**
5. **Mr. Mathiang Mayor Abdun.....Member / Representative of the Government of South Sudan.**



Member of the committee:

1. Rtd. Capt. Jalling Deloro Yengkeji.....Chairman of the Committee and D.G./ Aircraft Accident Investigations Department.
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3. Eng. Yuanis Paulino Nimir.....Member / Pilots & Engineers Association of South Sudan.
4. Hon. Lueth Manyang Luk.....Member / Representative of the victims families.
5. Mr. Mathiang Mayor Abdun.....Member / Representative of the Government of South Sudan.



6.0 Annexes:

Aircraft Documents

1. Registration Certificate. Ukraine
2. Airworthiness Certificate.(Ukraine)
3. Air Operation Certificate and specification (from the country of Registration).Ukraine.
4. South Sudan Operation Permit. Republic of South Sudan
5. Certification of Release to Service. Ukraine
6. Insurance policies
 - a. One provided by South West Aviation
7. Noise Certificates(Ukraine)
8. Fine Jet fuel Delivery Receipt
9. Flight Plan
10. Operation Specification
11. Radio License





РЕЄСТРАЦІЙНЕ ПОСВІДЧЕННЯ ПОВІТРЯНОГО СУДНА
CERTIFICATE OF AIRCRAFT REGISTRATION

№ РП 1995/5

1. Державний і реєстраційний знаки Nationality and Registration Marks UR-TWO	2. Найменування виробника та позначення повітряного судна розробником Manufacturer and Manufacturer's Designation of Aircraft Kunovice LET The Czech Republic Л-410УВП L-410UVP	3. Заводський номер Serial Number 841328
4. Найменування / П.І.Б. власника Місцезнаходження/ місце проживання власника	Товариство з обмеженою відповідальністю "СЛАВЕР КОМПАНІ" вул. Франка, 9-А, кв. 10, м. Бориспіль, Київська область, 08301, Україна	
5. Name and Address of Owner	SLAVAIR COMPANY, LLC Apt. 10, 9-A Franka str., Boryspil, Kyivska oblast, 08301, Ukraine	
6. Цим документом засвідчується, що вищезгадане повітряне судно зареєстровано у Державному реєстрі цивільних повітряних суден України відповідно до Конвенції про міжнародну цивільну авіацію, Повітряного кодексу України та Авіаційних правил України, Частина 47 «Правила реєстрації цивільних повітряних суден в Україні», затверджених наказом Мінінфраструктури України від 25 жовтня 2012 року № 636, зареєстрованих у Міністерстві юстиції України 16 листопада 2012 року за № 1926/22238. It is hereby certified that the above described aircraft has been duly entered on the State Register of Civil Aircraft of Ukraine in accordance with the Convention on International Civil Aviation, Air Code of Ukraine and Aviation Regulations Part 47 of Ukraine Regulations for Civil Aircraft Registration in Ukraine" approved by the order of Ministry of Infrastructure of Ukraine on October 25, 2012 No 636 and registered in the Ministry of Justice of Ukraine on November 16, 2012, No 1926/22238.		
7. Додаткові дані Additional information	 Підпис Signature Посада Title О. БІЛЬЧУК Голова Chairman	
Дата Date	11.04.2018 April 11, 2018	
Примітка. РЕЄСТРАЦІЙНЕ ПОСВІДЧЕННЯ НЕ Є СВДЧЕННЯМ ПРАВА ВЛАСНОСТІ НА ПОВІТРЯНЕ СУДНО. Notes. CERTIFICATE OF AIRCRAFT REGISTRATION IS NOT TO CERTIFY THE RIGHT FOR AIRCRAFT OWNERSHIP.		





СЕРТИФІКАТ ЛЬОТНОЇ ПРИДАТНОСТІ
CERTIFICATE OF AIRWORTHINESS

№ 0774

1. Державний та реєстраційний знаки ПС: <i>Nationality and registration marks:</i> UR-TWO	2. Виробник та позначення повітряного судна виробником <i>Manufacturer and manufacturer's designation of aircraft</i> Чеська Республіка Куновице, ЛЕТ <i>Czech Republic Kumovice, LET</i> Л-410УВП <i>L-410UVP</i>	3. Серійний номер повітряного судна <i>Aircraft serial number</i> 841328
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Категорії *Categories* літак комп'ютерної категорії *airplane of computer category*

5. Цей Сертифікат льотної придатності виданий відповідно до Конвенції про міжнародну цивільну авіацію від 07 грудня 1944 року. Повітряного кодексу України та АПУ 21 (Part 21) стосовно зазначеного вище повітряного судна, яке вважається придатним, якщо обслуговується та експлуатується згідно із зазначеними вище та доречними експлуатаційними обмеженнями.

This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and Air Code of Ukraine and ARU 21 (Part 21) in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the relevant operating limitations.

Скопійовані/Зауваження:
Copies/Remarks:

Дата видання:
Date of issue:

04.05.2018



Підпис:
Signature:

С. КОРШУК
В.о. Голови
Acting Chairman

Цей Сертифікат льотної придатності є дійсним, доки не буде скасований Державною авіаційною службою України.
This Certificate of Airworthiness is valid unless revoked by the State Aviation Administration of Ukraine.

Цього сертифіката має бути доданий чинний сертифікат перегляду льотної придатності.
A current Airworthiness Review Certificate shall be attached to this Certificate.



УКРАЇНА
UKRAINE

СЕРТИФІКАТ ПЕРЕГЛЯДУ ЛЬОТНОЇ ПРИДАТНОСТІ
AIRWORTHINESS REVIEW CERTIFICATE (ARC)

Номер сертифіката: 0774

ARC reference:

Згідно до Повітряного кодексу України та Правил з підтримання льотної придатності (Part M), що є чинними на
видання, Державна авіаційна служба України цим засвідчує, що повітряне судно:
According to Air Code of Ukraine and Continuing Airworthiness Regulation (Part M) for the time being into force the State aviation administration of
Ukraine hereby certifies that the following aircraft:

Виробник повітряного судна: Чеська Республіка, Куновіце, ЛЕТ
Aircraft manufacturer: Czech Republic, Kunovice, LET

Позначення виробником: Л-410УВП
Aircraft manufacturer's designation: L-410UVP

Регістрація повітряного судна: UR-TWO
Aircraft registration:

Серійний номер повітряного судна: 841328
Aircraft serial number:

Судно льотно придатним на час перевірки
Aircraft considered airworthy at the time of the review.

Дата видання: 04.05.2018
Date of issue:

Дата закінчення строку чинності: 03.05.2019
Date of expiry:

Підпис:
Signature:

С. КОРИНУК
В.о. Голови
Acting Chairman



**СЕРТИФІКАТ ЕКСПЛУАТАНТА
AIR OPERATOR CERTIFICATE**



УКРАЇНА
UKRAINE

ДЕРЖАВНА АВІАЦІЙНА СЛУЖБА УКРАЇНИ
STATE AERONAUTICAL ADMINISTRATION OF UKRAINE

ЦІ № UK 002
ДІО № UK 002
Дата закінчення
терміну дії 04.03.2019
Date of expiry 04.03.2019

Товариство з обмеженою
відповідальністю
«АВІАКОМПАНІЯ АВІАЕКСПРЕС»
«AIRCOMPANY AVIAEXPRESS»

**ОПЕРАТИВНИЙ
ЗВ'ЯЗОК В
ЕКСПЛУАТАЦІЇ
OPERATIONAL POINTS
OF CONTACT**

Коммерційне найменування -
DPA -

Кількість інформації,
яка має бути надана
зв'язком з оперативним
керуванням, наведена в
Керівництві експлуатації
частини А, розділ 1.

Адреса експлуатанта: Україна, 05148, м. Київ, вул.
Стеценка, 6

Слідкуйте за змінами
в інформації, наданій у
цьому розділі, оскільки
вона може змінитися.
Monitor for changes in
this information.

Телефон: +38 (044) 520-09-40
Telephone

Факс: +38 (044) 520-10-90
Fax

E-mail: aviaexpress@pda.ki.ua

Цей сертифікат засвідчує, що Товариству з обмеженою відповідальністю «АВІАКОМПАНІЯ АВІАЕКСПРЕС» надано право здійснювати комерційні повітряні перевезення, як це вказано в експлуатаційних специфікаціях, що подаються, відповідно до керівництва з експлуатації. Права сертифікату експлуатанта, що здійснюють експлуатацію цивільних повітряних суден (цивілі) з метою виконання комерційних транспортних перевезень надано з вимогами OPS 1, затверджених наказом Міністерства транспорту та зв'язку України від 5 липня 2010 року № 430, зареєстрованим в Міністерстві юстиції України 27 липня 2010 року за № 558/10/55.

This certificate certifies that AIRCOMPANY AVIAEXPRESS is authorized to perform commercial air operations, as defined in the applicable operational specifications, in accordance with the operations Manual and the Air Operations Certificate issued by the civil aviation authority to perform commercial air transportation under requirements OPS 1 approved by the order of the Minister of Transport and Communications of Ukraine dated 5th of July 2010 No 430, registered in Ministry of Justice of Ukraine 27th July 2010 No 558/10/55.

Дата видачі 05.03.2017
Date of issue 05.03.2017

Підпис:
Signature

О. Билочук
O. Bilochuk

Посадка: Голова
Title: Chairman



SOUTH SUDAN
CIVIL AVIATION AUTHORITY

Office of the Chief Executive Officer

Directorate of Aviation Safety and Flight Operations

Ref: SSCAA 7.A/Ops. /0217/018

Date of Validation: 21/05/2018

Release of Foreign Registered Aircraft to operate in the Republic of South Sudan

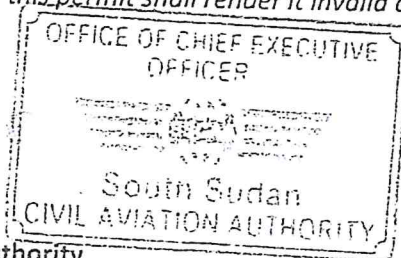
1.	Owner of Aircraft	SLAVAIR Company LLC, Ukraine
2.	Operator	Air Company for South West Aviation Co. Ltd, Juba
3.	Areas of operations/type	As per Company Specs. Schedule pax/cargo
4.	Routes	Within designated Air Routes in/out of South Sudan
5.	A/C Call sign	SD-500
6.	A/C Registration Numbers	UR-TWO
7.	A/C Type	1 L 410 UVP
8.	A/C Serial	841328
9.	A/C Base	Juba
10.	AOC Original Ukrainian CAA	AOC No. UK 002 *05/03/2017 till 04/03/2019
11.	Lease Agreement	Wet lease
12.	Certificate of B. incorporation	No. 24,733
13.	Insurance Policy No. & Validity	OASV-EVA No. 03/01/2018-1* 07/05/2018 till 18/03/2019

Notes:

1. Aircraft released to operate in the Republic of South Sudan from 21/05/2018 till 04/03/2019 according to Ukrainian CAA approval validation.
2. This released Permit is non-transferable should be on board the Aircraft all the time.
3. This Permit should be available on demand by the inspectors any time.
4. SSCAA reserves the right to amend, suspend, revoke or terminate this Permit.
5. Continued misuse of this permit shall render it invalid and result to withdrawal or cancellation of the permit.

Signed:

21/05/2018
Capt. Subek David Dada
Chief Executive Officer,
South Sudan Civil Aviation Authority
Juba, Republic of South Sudan



Сертифікат передачі до експлуатації після лінійного ТО/
Line Certificate of Release to Service

<p>1 ДЕРЖАВНА АВІАЦІЙНА СЛУЖБА УКРАЇНИ <i>STATE AVIATION ADMINISTRATION OF UKRAINE</i></p> <p>ТОВ «УКРАЇНСЬКА ШКОЛА ПІЛОТІВ» <i>UKRAINIAN PILOTS SCHOOL LTD.</i></p> <p>СЕРТИФІКАТ № UA.145.0084 <i>CERTIFICATE</i></p>	<p>2 СЕРТИФІКАТ ПЕРЕДАЧІ ДО ЕКСПЛУАТАЦІЇ <i>CERTIFICATE OF RELEASE TO SERVICE</i></p> <p>№1405TWO</p>
<p>3 <i>Дані ПС (Aircraft identification)</i></p>	
<p><u>Виготівник:</u> <u>LET Кувовіце</u> <i>Manufacturer</i></p> <p><u>Серійний номер:</u> <u>841328</u> <i>Serial Number</i></p> <p><u>Напрацювання з ПЕ:</u> <u>9086</u> <i>Total flight hours</i></p>	<p><u>Тип:</u> <u>Д 410 УВІІ</u> <i>Model</i></p> <p><u>Державні і реєстраційні знаки:</u> <u>UR-TWO</u> <i>National & Registration marks</i></p> <p><u>Посадки з ПЕ:</u> <u>7632</u> <i>Total cycle</i></p>
<p>4 <u>ЕКСПЛУАТАЦІЯ</u> <i>Operator</i></p>	<p><u>Найменування:</u> <u>ТОВ «Славер компанії»</u> <i>Name</i></p> <p><u>Адреса:</u> <u>08300, м.Бориспіль, Україна</u> <i>Address</i></p>
<p>5 <u>Виконання робіт</u> <i>Work performed</i></p> <p><u>Договір на ТО №</u> <u>к/н 1405TWO</u> <i>Service Order №</i></p> <p><u>Вид робіт</u> <u>Форма ВЕ</u> <i>Check type</i></p> <p><u>Місце виконання робіт:</u> <u>а/п Рівне</u> <i>Place of work</i></p> <p><i>Дивись детальний перелік виконаних робіт на аркушах Короткого переліку робіт</i> <i>See detailed of work performed on attached pages of Work Summary Sheet.</i></p>	
<p>6 <u>Незавершене ТО/ дозволи</u> <u>не має</u> <i>Incomplete maintenance authorization</i></p>	
<p>7 <u>Примітки:</u> <u>ТО виконано згідно Регламенту № 1410.0000.000.000 РО</u> <i>Remarks</i></p>	
<p>8 <u>RELEASE TO SERVICE/ ПЕРЕДАЧА ДО ЕКСПЛУАТАЦІЇ</u></p> <p>Я засвідчую, що роботи, зазначені вище, були виконані у відповідності з PART-145 і стосовно цього повітряне судно придатне до експлуатації. <i>I certify that the work specified except as otherwise specified was carried out in accordance with PART-145 and in respect to that work the aircraft is considered ready for release to service.</i></p> <p>Сертифікаційний персонал <u>Повноваження № / Company Authorization №</u> <u>DPG-24</u> <i>Sertifying staff</i></p> <p><u>ІПБ, підпис</u> <u>name, signature</u></p> <p><u>Дата / Date</u> <u>14.05.2018</u> <i>day, month, year</i></p>	





ТОВ «Українська школа пілотів»

Дополнительные работы (замечания экипажа)	Исполнитель		Контролер		Трудозатраты, ч.
	Фамилия	Подпись	Фамилия	Подпись	

2. Работы по обслуживанию в соответствии с регламентом и дополнительные работы выполнены. Воздушное судно исправно.

Инженер смены АИР'Ю (бригадир) Романюк [Signature] 14.05.2018
фамилия, подпись, дата

Инженер смены по эксплуатации (бригадир) Товроцкий В.С. [Signature] 14.05.2018
фамилия, подпись, дата

3. Остаток топлива 486 кг Заправлено 514 кг Итого 1000 кг
Дозировано 1000 кг Всего 1000 кг

Авиатехник Ярвоий [Signature] 14.05.2018
фамилия, подпись, дата

4. Работы по обеспечению вылета выполнили:

1) по плану, силовым установкам и их системам Ярвоий [Signature] 14.05.2018
фамилия, подпись, дата

2) по авиационному и радиоэлектронному оборудованию Романюк [Signature] 14.05.2018
фамилия, подпись, дата

5. Выполнили работу по досмотру:

1) кабины экипажа
Бортинженер (бортмеханик, пилот) _____
фамилия, подпись, дата

2) пассажирских салонов, буфета, гардероба, туалетных и багажных (грузовых) помещений

Бортпроводник (член экипажа) _____
фамилия, подпись, дата

3) gondol, основных опор и шин передней опоры, воздухозаборников, аварийных выходов и целостности шпангоута (согласно перечню, указанному в регламенте)

Авиатехник Ярвоий [Signature] 14.05.2018
фамилия, подпись, дата

6. Авиационное и радиоэлектронное оборудование для полета воздушного судна подготовлено.

Инженер смены по АИР'Ю (бригадир) Романюк [Signature] 14.05.2018
фамилия, подпись, дата

7. Воздушное судно в соответствии с требованиями PART-145 и заданием на полет подготовлено. Вылет разрешаю.

Начальник смены (инженер, бригадир) Товроцкий [Signature] 14.05.2018
фамилия, подпись, дата

8. Предполетный осмотр воздушного судна выполнен. Самолет, подготовленный к полету в соответствии с требованиями PART-145, принял.





ТОВ «Українська школа пілотів»

АТБ _____
Цех № _____ Смена № _____
Бригады _____

КАРТА-НАРЯД № 1405 TWO
на оперативное техническое обслуживание

По форме BE воздушного судна 1410 ZVP1 URP-TWO
тип, опознавательный знак
принадлежащего ООО «Словен констрактив» предприятию _____ управления ГА
Рейс № URPTWO Аэропорт первой посадки _____ Время вылета _____

Начало обслуживания 14.05.2018 7⁰⁰ Диспетчер _____
дата, время фамилия, подпись

Окончание обслуживания 14.05.2018 8³⁰ Диспетчер _____
дата, время фамилия, подпись

Приложения _____
наименование, количество листов

1. Указанное в карте-наряде обслуживание в объеме, установленном регламентом, в соответствии с техническими указаниями выполнили

Объект обслуживания (работы)	Подпись		Объект обслуживания (работы)	Подпись		
	Исполн.	Контрол.		Исполн.	Контрол.	
Работы по встрече						
Планер, основные и вспомогательная силовые установки, шасси, гидросистема			Авиационное и радиоэлектронное оборудование			
Работы по обеспечению стоянки						
Планер, основные и вспомогательная силовые установки, шасси, гидросистема			Электрооборудование			
			Приборное оборудование			
			Радиоэлектронное оборудование			
Работы по осмотру и обслуживанию						
Основные силовые установки	№1			Электрооборудование		
	№2			Приборное оборудование		
	№3			Кислородное оборудование		
	№4	—	—	Пожарное оборудование		
ВСУ	—	—	Радиоэлектронное оборудование			
Планер (винты, трансмиссия)			Магнитофон проверен, исправен			
Шасси, гидросистема						
Аварийно-спасательное оборудование						
Система водоснабжения и удаления отходов						
Бытовое оборудование			Замена кассет. Запас звукозаписи на 4 ч. раб.			
Оборудование салона			Самолеты проверены.			



Date 07/05/2018

INSURANCE CERTIFICATE
Air Carriers Aviation Liabilities pursuant to E.U. Regulation 785/2004

This is to certify we IC «EXPO INSURANCE» address: office 81, 14, Lunacharskoho str, Kyiv, 02002, Ukraine, in our capacity as Insurer, duly authorized by the competent national Authority of (State) Ukraine have placed insurance policy nr(s) OASV-EVA № 03/01/2018-1 from 07/05/2018.

Of aviation specific liability insurance in respect of passengers baggage cargo and third parties as follows when operating within, into and out of Italy:

Insured Airline SLAVAIR COMPANY, LLC.

Policy period starting 07 May 2018 ending 18 March 2019

Geographical limitation Ukraine, Republic of Bulgaria, Republic of Turkey, Arab Republic of Egypt, Republic of the Sudan, Republic of South Sudan.

Third party minimum liability for each and every aircraft, per accident covering also damages due to risks of war or terrorism

SDR _____ covering all owned fleet of the carrier

or

SDR _____ covering all fleet of the carrier both owned and operated

or

if the minimum amount coverage is related to the single aircraft:

Aircraft type	Registration	Third Party Minimum Insurance
L-410 UVP	UR-TWO	SDR 7 000 000

All the minimum liability amounts stated above also cover damage due to the risks of war, terrorism, hi-jacking, acts of sabotage unlawful seizure of aircraft and civil commotion as per Clause AVN52E. Third party cover under AVN52E is subject to an aggregate limit which may be placed over two separate policies as indicated by the policy numbers above

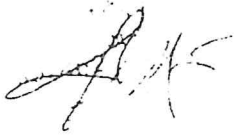
In case of insurance interruption or modification of the minimum liability amounts before the above expiry date, the insurer will have to notify ENAC the cancellation or variation of the contract.

It is further certified that no clause in the referred policy(iés) contains any term or condition limiting the provisions stated in the E.U. Regulation 785/2004 minimum sums insured legally required as amended / updated by subsequent regulations specified as above

Insurer stamp and Signature

INSURER
Director of Aviation Insurance Department
of «IC "EXPO INSURANCE»

O.DZIUBENKO



1. Країна реєстрації <i>State of registry</i>		ДЕРЖАВНА АВІАЦІЙНА СЛУЖБА УКРАЇНИ		STATE AVIATION ADMINISTRATION OF UKRAINE		3. Номер документа <i>Document №</i> 4812	
2. СЕРТИФІКАТ ЩОДО ШУМУ НА МІСЦЕВОСТІ <i>NOISE CERTIFICATE</i>							
4. Національна належність та реєстраційні знаки: <i>Nationality and Registration marks:</i> UR-TWO		5. Виробник та назва повітряного судна: <i>Manufacturer and manufacturer's designation of aircraft:</i> Чеська Республіка Куновице, ЛЕТ <i>Czech Republic Kunovice, LET</i> Л-410УВП <i>L-410UVP</i>			6. Серійний номер ПС <i>Aircraft serial №</i> 841328		
7. Двигун: <i>Engine:</i>		M-601B <i>M-601B</i>		8. Повітряний гвинт: <i>Propeller:</i>		B-508Д/7 <i>V-508D/7</i>	
9. Максимальна злітна маса (кг) <i>Maximum take-off mass (kg)</i> 5700		10. Максимальна посадочна маса (кг) <i>Maximum landing mass (kg)</i> 5500			11. Сертифікаційні вимоги з шуму <i>Noise certification standard</i> Chapter 3		
12. Додаткові модифікації, включені з метою досягнення відповідності застосовним стандартам з рівня шуму: <i>Additional modifications incorporated for the purpose of compliance with the applicable noise certificatory standards:</i> N/A							
13. Рівень шуму збоку/ повна потужність <i>Lateral full-power noise level (*)</i> 88,1		14. Рівень шуму при заході на посадку <i>Approach noise Level (*)</i> 88,2		15. Рівень шуму прольотний <i>Flyover noise Level (*)</i> 78,4		16. Рівень шуму прольотний <i>Overflight noise level (*)</i> N/A	
						17. Рівень шуму під час зльоту <i>Take-off noise Level (*)</i> N/A	
Додаткова інформація <i>Remarks</i>				N/A			
18. Цей Сертифікат придатності щодо шуму на місцевості видано відповідно Додатку 16, том 1 до Конвенції про міжнародну цивільну авіацію від 7 грудня 1944 року та Повітряного кодексу України на повітряне судно, яке вважається таким, що відповідає стандарту рівня шуму, коли проходить технічне обслуговування або експлуатується відповідно до застосовних вимог та обмежень технічних характеристик. <i>This Noise Certificate is issued pursuant to Annex 16, Volume 1 to the Convention on International Civil Aviation dated December 7, 1944 and pursuant to Air Code of Ukraine in respect of the abovementioned aircraft, which is considered to comply with the indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.</i>							
19. Дата видачі <i>Date of issue</i>		08.05.2018 <i>May 8, 2018</i>		 		О. БІЛЬЧУК Голова <i>Chairman</i>	

Finejet

No. 21.

42494

FINEJET AVIATION SERVICES

Date: 9/11/11

DELIVERY RECEIPT/RELEASE CERTIFICATE

SUPPLIED TO: <u>Sun</u>		FLIGHT NO: <u>1257</u>	AT: <u>JUBA</u>
PRODUCT: AVIATION TURBINE FUEL		GRADE: JET A-1	QUANTITY: /Litres
AVIATION GASOLINE		100LL	/Litres
METER	UNIT No./Reg	UNIT No./Reg	UNIT No./Reg
AFTER			
BEFORE			
ISSUED			
TOTAL DELIVERED QUANTITY			
QUANTITY IN WORDS			
FUELLING SUPERVISOR'S COMMENT			

CERTIFIED that the fuel described herein conforms to the relevant specification, has been subjected to be relevant Finejet Limited Quality Control Procedures and contains less than 30ppm of free water.

Signed: [Signature]
(On behalf of Finejet Limited)

TYPE OF AIRCRAFT: <u>LL10</u>	REGISTERED SERIAL NUMBER: <u>02100</u>	BAY NO.
ARRIVED FROM:	PROCEEDING TO:	PIT NO.
ARRIVED AT AIRCRAFT: <u>0730</u>	SERVICE STARTED: <u>130</u>	SERVICE COMPLETED: <u>136</u>
		ISSUING TANK No. <u>11012</u>
		OTHER:

I hereby certify that I am responsible for the operation and airworthiness of the aircraft fuel system and that I have verified, as far as possible, that the fuel delivered is water free and the grade and quantity are as stated in this document.

Received by: _____ (Signature of Airline Operator's Representative) _____ (Name in Block Letters)

On behalf of: _____ (Airline or Aircraft Operation) Date: _____ Time: _____

Airline Comments

DISTRIBUTION

1. WHITE - Airline (Attached to Invoice)
2. BLUE - Airport Deposit File
3. PINK - Operating CO. of Joint Storage
4. GREEN - Airline Representative

No. 21.

42494



0500 09 ✓ L-410 0839 OPS 2700
 STS-800 HSYL 1200 CS 19
 KMS 31 050

THE REPUBLIC OF SOUTH SUDAN
 CIVIL AVIATION AUTHORITY

SOUTH SUDAN
 CIVIL AVIATION AUTHORITY

A.T.C. Flight Plan

CHECKNO

Heading ZCZC
 Transmission Identification

Diversion q SP

For Traffic Use

FLIGHTPLAN

PRIORITYADDRESSEE(s)

< < FF >

FILINGTIME

ORIGINATOR

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR

3. MESSAGE TYPE

F P L

7. AIRCRAFT IDENTIFICATION

SE 500

8. FLIGHT RULES

TYPE OF FLIGHT

9. NUMBER

TYPE OF AIRCRAFT

L410

WAKE TURBULANCE CAT

L

10. EQUIPMENT & CAO ABILITIES

10a

C

10b

C

13. DEPARTURE AERODROME

HSSJ

TIME

0600

15. CRUISING SPEED

10170

LEVEL

F1085

ROUTE

HSSJ - HSYL HSSJ

16. DESTINATION AERODROME

HSYL

TOTAL EET
 HR MIN

0100

1ST DEST ALTERNATE

HSSJ

2ND DEST ALTERNATE

18. OTHER INFORMATION

STS/

PRN/

COM/

NAV/

DAT/

REG/

UR-10W

EET/

DEST/

DOF/

180909

SEL/

OPR/

SOUTH WEST

ALTN/

RMK/

19. ENDURANCE

HR MIN

E/ 0500

SURVITBN

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGE)

PERSON ON BOARD

10

EMERGENCY RADIO

UHF

VHF

ELBA

R/

POLAR DESERT MIRE JUNGLE

JACKETS LIGHT

FLOURES UHF VHF

DINGIES NUMBER

CAPACITY

COVER

COLOUR

AIRCRAFT COLOUR AND MARKINGS

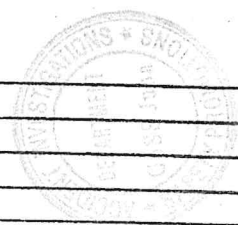
W/42

REMARKS

N/

PILOT IN COMMAND

stahand



ЕКСПЛУАТАЦІЙНІ СПЕЦИФІКАЦІЇ 2

(з дотриманням умов, затверджених у керівництві з виконання польотів)

OPERATIONS SPECIFICATIONS 2

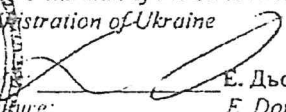
(subject to the approved conditions in the operations manual)

ДЕРЖАВНА АВІАЦІЙНА СЛУЖБА УКРАЇНИ

STATE AVIATION ADMINISTRATION OF UKRAINE

Телефон/Telephone: +38(044) 351-84-01 Факс/Fax: +38(044) 351-92-92 E-mail: vdz@avia.gov.ua

CE №: UK 002 Найменування Товариство з обмеженою відповідальністю «Авіакомпанія «АвіаЕкспрес» в.о. Голови Державної авіаційної АОС №: UK 002 експлуатанта: відповідальності «Авіакомпанія «АвіаЕкспрес» України
 Chairman of the State Aviation Administration of Ukraine

Operator name: Aircompany AviaExpress
 Signature:  E. Domin
 E. Domin

Комерційне найменування: -
 DBA Trading name: -
 Date: 07.05.2018
 Date: 07.05.2018



Модель повітряного судна та реєстраційний номер: Л-410УВП UR-TWO

Aircraft model and registration number: L-410UVP UR-TWO

Види польотів: Комерційні повітряні перевезення Пасажирів Вантажі Авіаційні роботи
 Types of operation: Commercial air transportation Passengers Cargo Aerial works

Район(и) польотів: польоти в межах України; міжнародні польоти.

Area(s) of operation: flights within Ukraine; international flights.

Спеціальні обмеження: ДЗ - Термін дії до 03.05.2018

Special limitations: D3 - expiry date till 03.05.2018

СПЕЦІАЛЬНІ ДОЗВОЛИ SPECIAL AUTHORIZATIONS	ТАК YES	НІ NO	СПЕЦІАЛЬНІ СХВАЛЕННЯ SPECIFIC APPROVALS	ЗАУВАЖЕННЯ REMARKS
Небезпечні вантажі Dangerous goods	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Польоти в умовах низької видимості Low visibility operations				
Заходження на посадку і посадка Approach and landing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CAT I RVR 550m DH 200ft CAT I RVR 550m DH 200ft	
Зліт Take-off	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
RVSM <input checked="" type="checkbox"/> Не застосовується RVSM N/A	<input type="checkbox"/>	<input type="checkbox"/>		
ETOPS <input checked="" type="checkbox"/> Не застосовується ETOPS N/A	<input type="checkbox"/>	<input type="checkbox"/>		
Навігаційні специфікації для польотів в умовах PBN Navigation specifications for PBN operations	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Підтримання льотної придатності Continuing airworthiness			Сертифікат схвалення організації з управління підтриманням льотної придатності Товариства з обмеженою відповідальністю «Авіакомпанія «АвіаЕкспрес» № UA.MG.0057 відповідно до Розділу А Підчастини G Part M Continuing Airworthiness Management Organisation Approval Certificate of Aircompany AviaExpress № UA.MG.0057 in compliance with Section A Subpart G of Part-M	
Інше Other				



ДОЗВІЛ
НА БОРТОВІ РАДІОСТАНЦІЇ
ЦИВІЛЬНОГО ПОВІТРЯНОГО СУДНА
CIVIL AIRCRAFT RADIO STATION LICENSE

№ 7746

1. Державний і-
реєстраційний знаки
*Nationality and
Registration Marks*

UR-TWO

2. Бортівий радіотелефонний
Позивний
*Board Radio Telephonic
Call Signs*

UR TWO

3. Заводський номер
Serial Number

841328

Тип (модель)
Model

Л-410УВП
L-410UVP

4. Цей Дозвіл на бортові радіостанції, видано відповідно до Конвенції про Міжнародну цивільну авіацію від 7 грудня 1944 року та Повітряного кодексу України, входить до складу бортової документації вищезгаданого повітряного судна. Передача цього Дозволу та позивних на інші повітряні судна забороняється.

This Aircraft Radio Station issued in accordance with the Convention on International Civil Aviation dated December 7, 1944 and pursuant to Air Code of Ukraine, is a part of on-board documents of the above mentioned aircraft. Rendering of this license as board call signs to another is prohibited.

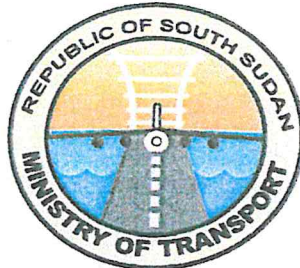
Дата 08.05.2018
Date May 8, 2018



О. БІЛЬЧУК

Голова
Chairman





**REPUBLIC OF SOUTH SUDAN
MINISTRY OF TRANSPORT**

Approved By: Chairman of the committee

Rtd. Capt. Jalling Deloro Yengkeji

Sign:.....

