

Mapping the Labyrinth: more on the strange weapons flight of 4L-AWA

Peter Danssaert, Sergio Finardi, Brian Johnson-Thomas



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Editorial

Mapping the Labyrinth: more on the strange weapons flight of 4L-AWA

Authors: Peter Danssaert, Sergio Finardi, Brian Johnson-Thomas

Editing: John Satriano

Layout: Anne Hullebroeck

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Photo Front Page: A partial view of the cargo compartment of the aircraft registered as 4L-AWA after being seized in Bangkok (*copyright EPA, published with permission*)

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Summary

This research report is the third in a series about the case of a IL-76 aircraft used for an apparently clandestine arms flight in provenance from Pyongyang - in contravention of the United Nations arms embargo on North Korea -, which was impounded by Thai authorities during a technical stop in Bangkok December 12, 2009. Two previous research reports on this unusual case were published by IPIS and TransArms: *"From deceit to discovery: The strange flight of 4L-AWA"*, December 21 2009; and *"From deceit to discovery: The strange flight of 4L-AWA (update)"*, February 8, 2010,¹ written by the same authors of this third report.

The third updated report presents new information and documents that show other important actors in the chain of companies who managed the flight, shedding a new light on the information included in the previous reports: for example, the report unveils a new airway bill that accompanied the aircraft in the flight from Pyongyang to Bangkok and is different from the one shown in the previous reports.

Prepared by the North Korean airline company Air Koryo, the second airway bill listed an entity called "Top Energy Institute" in Iran as the final consignee instead of the "National Iranian Oil Industry" (purportedly or mistakenly named as such instead of "National Iranian Oil Company")² that was mentioned in the previous airway bill. On the Air Koryo airway bill the cargo is described as "mechanical parts" instead of "oil industry spare parts" as in the agreement between the company that requested the shipment (the Hong Kong-based Union Top Management and the New Zealand-based SP Trading that arranged the leasing of the aircraft and the documentation for the flight (see Box 3B in Annex 2).

This report also includes an analysis of the intricate web of shell companies that has been spun apparently to cover up the real actors involved; new information on Union Top Management; details on the actual weapons cargo that the IL-76 plane transported; an analysis of the hypothetical cargo ("oil industry spare parts") that the aircraft was supposed to transport; new information on the companies that were listed in shipping documents as consignees of the cargo in Ukraine and Tehran; and an analysis of the strange route taken by the IL-76 before the "technical stop" in Bangkok that led to the impoundment of the aircraft. Finally, this report highlights key questions about the arms flight that still remain unanswered.

¹ See the reports at <http://www.ipisresearch.be/arms-trade.php>

² See below at §2.

1. The Georgia-registered IL-76 impounded in Bangkok

On Saturday December 12, 2009, Thai authorities - acting on information received from the US intelligence and in concert with Ukrainian Security Service (SBU)³ - seized an aircraft at Bangkok's Don Mueang Airport.⁴ The Ilyushin-76 (registered in Georgia as 4L-AWA)⁵ had stopped on December 11 in Bangkok apparently to refuel while en-route from Pyongyang Sunan (North Korea)⁶ to Gostomel (Ukraine).⁷ According to its flight plan, the aircraft was due to fly onwards to Tehran's Mehrabad Airport (Iran).⁸

The plane, Thai authorities discovered, was carrying neither "*spare parts for oil drilling equipment*" (as stated in shipping documents prepared before the departure of the aircraft from Ukraine), nor "*mechanical parts*" (as stated in the airway bill prepared in North Korea for the return flight), but 35 tons of arms and ammunition, viz:-

- 49 rockets of 240 mm;
- 24 rocket tubes of 240 mm;
- 3 crates with fuses;
- 1 launcher of 240 mm;
- 1 crate with 5 RPG-7;
- 83 crates of TBG-7 (for 497 pieces);
- 5 crates of "manpad" SAM (2 per crate);
- 1 crate containing 5 pieces of firing units.⁹

The weapons were not of the type covered by a UN arms embargo against Iran,¹⁰ but the shipment from Pyongyang was in itself in breach of the UN arms embargo against North Korea.¹¹

News of the seizure of the arms cargo in Bangkok and the arrest (on December 12) of the IL-76 crew members was widely reported,¹² along with evidence¹³ relating to the aircraft, and its strange route. A complex set of companies (based in Hong Kong and New Zealand and, supposedly, in Iran, North Korea, and Ukraine) was also exposed, as mentioned in the shipping documents.

³ UNIAN News Agency, Kyiv, December 17, 2009, "Ukrainian security chief tells of preparations for arms plane seizure", *BBC Monitoring*, December 18, 2009.

⁴ The International Civil Aviation Organization (ICAO)'s airport code for Mueang is VTBD. The aircraft flight plan and the airway bill that was prepared in Pyongyang actually indicated Bangkok's Suvarnabhumi International (ICAO: VTBS) as the refuelling stopover in Thailand. The change was apparently requested en-route at the last minute by the captain of the IL-76.

⁵ See Annex II for the details on this aircraft and its history.

⁶ ICAO code: ZKPY.

⁷ ICAO code: UKKM (also spelled Hostomel).

⁸ ICAO code: OIII.

⁹ The 240 mm rockets are known for being used by various armed groups in the Middle East and have a range of about 10 km. The TBG-7 are thermobaric rounds fired by RPG-7 shoulder-fired rockets-launchers, while the SAMs are man-portable surface-to-air missiles.

¹⁰ Security Council Resolution 1737 (2006), December 23, 2006; SC Resolution 1747 (2007); Resolution 1803 (2008), March 3, 2008. See for the list of materials: United Nations S/2006/815 and 814, October 13, 2006.

¹¹ Security Council Resolution 1718 (2006) and 1874 (2009), June 12, 2009.

¹² "Tons of weapons seized from plane at Thai airport", *AP*, December 12, 2009; "Thai authorities impound airplane carrying weapons", *Deutsche Presse-Agentur*, December 12, 2009; "Plane with arms cache detained in Thailand was bound for Ukraine", *RIA Novosti*, December 13, 2009; "Thailand detains plane carrying N.Korean weapons", *South Korea States News Service*, December 13, 2009; Weerawong, A., "5 charged after NKorean weapons seized in Thailand", *AP*, December 13, 2009; "Huge N Korea arms cache seized", *Bangkok Post*, December 13, 2009; Fuller, T., N. Pojanamesbaanstit, "Murky saga unfolds as Thais seize arms plane; Crew denies knowledge of arsenal after itinerary included North Korea", *IHT*, December 14, 2009; Shevchenko, L., "Thailand Play, IL-76: truth about the voyage, FLOT2017", December 15, 2009; Barta, P., E. Ramstad, D. Michaels, "Thailand Traces Path of North Korea Arms", *WSJ*, December 15, 2009; "Seized North Korean weapons likely destined for Iran", *Kvivi Post (Reuters)*, December 16, 2009; Michaels, D., M. Coker, "Arms Seized by Thailand Were Iran-Bound", *WSJ*, December 21, 2009; Frangos, A., D. Michales, J. Cheng, "Weapons Probe Hits Aircraft's Lease Firm", *WSJ*, December 22, 2009; Ngamkham, W., "Police fail to link Bout to seized arms. Inquiry continues into 5 plane crew suspects", *Bangkok Post*, December 22, 2009.

¹³ See: Finardi, S., P. Danssaert, and B. Johnson-Thomas, *From Deceit to Discovery*, International Peace Information Service (IPIS) www.ipisresearch.be, December 21, 2009 and February 10, 2010.

Ukraine and Iran denied any involvement in the arms shipment.¹⁴

This arms flight was apparently the latest in a long series of breaches¹⁵ of the U.N. embargo on arms exports by the North Korean government and its state-owned companies. The North Korean state has often used, in its military trade, multi-layer front companies¹⁶ that were in fact conduits to the coffers of government bureaucrats and North Korea's ruling party officials.

¹⁴ "Iran denies involvement in arms-laden plane incident", *RIA Novosti*, December 22, 2009; "Ukraine denies links to N. Korean arms plane", *RIA Novosti*, December 25, 2009.

¹⁵ See: Park, J.S., *North Korea, Inc., Gaining Insights into North Korean Regime Stability from Recent Commercial Activities*, U.S. Institute of Peace, April 22, 2009.

¹⁶ See for the most recent: "Firm tied to past Myanmar exports/N. Korea-affiliated Toko Boeki may have illegally shipped missile devices", *The Yomiuri Shimbun*, July 2, 2009; Charbonneau, L., "UAE seized ship with North Korea arms for Iran", *Reuters*, August 29, 2009.

2. The web of companies

According to data obtained¹⁷ for this report, the registration certificate (as 4L-AWA) of the IL-76 aircraft shows that the owner was Overseas Cargo FZE,¹⁸ (see Box 1 in Annex), a company based in Sharjah, United Arab Emirates. The operator of the aircraft was the Georgia-based Air West Ltd.¹⁹ (see Box 2). Air West wet-leased²⁰ the aircraft to a New Zealand company called SP Trading (see Box 3). The latter firm in New Zealand in turn chartered the plane to another company registered in Hong Kong (Union Top Management).

Two different sets of shipping documents apparently used in the operation indicated:

- a) two different entities as the consignor of the cargo in North Korea: a “Korean General Trading Corporation” (in a first airway bill and in cargo-related documents) and a “Korea Mechanical Industry Co. Ltd” (in a second airway bill prepared in North Korea for the return flight from Pyongyang).
- b) two different entities as the consignee in Iran: a “National Iranian Oil Industry” (in a first airway bill and in cargo-related documents) and a “Top Energy Institute” (in a second airway bill prepared in North Korea for the return flight from Pyongyang).
- c) one intermediary consignee in Ukraine: AeroTrack Ltd (in a first airway bill and in cargo-related documents)...

Timeline - Sequence of registrations, incorporations and agreements: Air West, SPT, UTM, and 4L-AWA

June 6, 2009: Air West Operator Certificate

July 22, 2009: SP Trading Certificate of Incorporation

September 1, 2009: Union Top Management Memorandum of Association

September 24, 2009: 4L-AWA Certificate of Registration

November 2, 2009: Union Top Management Certificate of Incorporation

November 5, 2009: Agreement between Air West and SP Trading

November 10, 2009: Union Top Management, Returns of Allotments (Cabrerros Garmendia)

December 4, 2009: Agreement between SP Trading and Union Top Management

The following summary of company-related information shows the intricate web of entities (existent and non-existent) that were - as different titles - named in the documents related to the 4L-AWA flight:

SP Trading²¹ Incorporation documents for SP Trading Ltd show that the company was registered (n. 2289331) in Auckland, New Zealand, on July 22, 2009 (see Box 4). The documents show that a certain Mr. Michael Taylor, with a postal address at “NZCI Ltd, P.O. Box 5033, Auckland”, compiled the incorporation request.

The same documents show a certain Ms. Lu Zhang as director of SP Trading (see Box 6). According to the New Zealand corporate register, she held the position of director in at least 50 other companies. In her capacity as director of SP Trading, Lu Zhang signed the 4L-AWA lease agreement between SP Trading

¹⁷ By TransArms and the International Peace Information Service vzw (IPIS vzw).

¹⁸ Overseas Cargo FZE (Free Zone Establishment), Aircraft Registration Certificate Number 299, issued by Georgian Civil Aviation Authority.

¹⁹ Air West obtained its Operator Certificate in Georgia June 6, 2009 (ICAO: AWG) and it is based at the Kopitnari International airport (ICAO: UGKO, near Kutaisi). The company was however already in business in mid-2008 when it received an AN-12, r/n 4L-BKN (m/n 5343203) and an AN-26, r/n 4L-BKL, m/n 67303709, both presently active with the company. AeroTransport DB, *quoted*.

²⁰ Lease Agreement Aircraft between Air West and SP Trading number 05-11-2009/01. Wet-leasing means providing crew, insurance and maintenance services to the lessee.

²¹ Courtesy of Mike Lewis, Amnesty International, December 16, 2009. The address given for communication with SP Trading was PO Box 5033, Auckland 1141.

and Air West (see Box 3).

SP Trading's sole shareholder was a company called VicAm (Auckland) Ltd (1184865)", represented in the documents by a certain "J. Manceau". VicAm Ltd, incorporated in Vanuatu, which was in fact "owned" by the above-mentioned Michael Taylor. VicAm was domiciled c/o a company called "GT Group", with an address at Level 5, 369 Queen Street, Auckland (see Box 5).²² SP Trading and its director Ms. Lu Zhang were also domiciled c/o the GT Group.

GT Group and VicAm. The GT Group, according to media reports,²³ was founded and owned by a British national living in New Zealand and Vanuatu, whose name is given as Geoffrey Taylor. His sons, Ian and the above-mentioned Michael, were reportedly also named as shareholders in the GT Group. Geoffrey Taylor²⁴ was in turn a 91% shareholder of VicAm Ltd and therefore he nominally "controlled" SP Trading. GT Group provided incorporation services²⁵ for hundreds of other companies, exploiting the lax New Zealand and Vanuatu corporate regulations as described in a report on the case of the 4L-AWA²⁶ recently published by Oxfam ("*Brokers Without Borders*"). It was in fact the GT Group that promoted the incorporation of SP Trading under instruction of a still unknown British company.²⁷

According to a May 2010 report by the "Financial Transactions and Reports Analysis Centre of Canada" (FINTRAC), VicAm also incorporated at its address and "owned" four companies (Keronol Ltd., Melide Ltd., Tormex Ltd., and Dorio Ltd.) that allegedly "*have laundered Mexican drug money...*" "*VicAm is a sole shareholder of 1089 New Zealand companies*".²⁸

The UK compliance officer Martin Woods - who discovered irregular transactions at the UK branch of the Wachovia Bank in 2006, in which the four firms were implicated - stated in his article on the 4L-AWA case that "...the statement released by the GT Group indicates that [GT Group/VicAm] were in fact instructed by a UK company to establish SP Trading and hold out that it is for the UK company to know the identity of their own instructing client".²⁹ It is not known whether the UK company GT Group referred to in its statement was a company called Global King Ventures, incorporated in Tortola (British Virgin Islands) and apparently at the starting point of the chain of companies related to SP Trading (see below).

Sumato Energy Group. Geoffrey Taylor was also the main shareholder of the Auckland-based Sumato Energy Group Ltd, for which his son, Ian Taylor, was a director. In October 2008, Sumato bought 1 million barrels of oil from the State Oil Company of Azerbaijan.³⁰ It so happens that the Il-76 registered as 4L-AWA made it's first stopover for refuelling at Nasosnaya, a military airport³¹ near Azerbaijan's capital Baku (see further below on this stopover).

²² See: "Consent of shareholder of proposed company," n. 30021505465: "1184865 VicAm (Auckland) Ltd.

²³ See: Field, M., "US to indict NZ firm over arms trading", *Dominion Post* (Wellington, New Zealand), January 8, 2010; Williamson, K., "The many titles and jobs that make up Geoffrey Taylor", *Dominion Post*, January 9, 2009; Field, M., "Time to tighten company rules", *Dominion Post*, January 12, 2009.

²⁴ Geoffrey Taylor is also president of the so-called Southern Pacific University, which provides "on-line education" and sells internet degrees, whose main addresses are in St Kitts & Nevis and Federation of Belize, with a recruiting centre in the US at Wilmington, Delaware, all fiscal paradises, and various other countries, including Malaysia. See <http://www.spuni.edu>

²⁵ See <http://www.gtgroup.com.vu/index.html>; and <http://www.offshorego.com/> Quoted in: Homayun, J. (author) and (contributing researcher) S. Cousins, *Brokering Without Borders*, Oxfam, October 2010

²⁶ Quoted in Homayun J., quoted, October 2010

²⁷ Woods, M., "The exposed Nominee", in *Anti-Money Laundering Magazine*, March 2010.

²⁸ Financial Transactions and Reports Analysis Centre of Canada, "*Wachovia settlement over Mexican exchange houses linked to New Zealand shell companies*", in Money Laundering and Terrorist Activity Financing Watch: January-March 2010. "*On March 17, Wachovia bank settled money laundering charges in the United States, by paying a US\$160 million fine. The penalty addresses the bank's insufficient inspection of more than US\$420 billion in transactions from Mexican money exchange houses, or casas de cambio. The settlement is the highest monetary penalty imposed under the Bank Secrecy Act and includes a US\$110 million forfeiture and a US\$50 million fine. The penalty is the result of a Drug Enforcement Administration (DEA) investigation which began in 2005, that uncovered a US\$13 million transfer from Mexican exchange houses to the Wachovia branch in Miami for the purchase of airplanes to be used for cocaine shipments. The New Zealand-based firms, the report stated, "are alleged to have laundered Mexican drug proceeds from the Sinaloa cartel using Latvian bank accounts and Wachovia's [Bank] London branch. The four firms, which all had bank accounts in Latvia, transferred approximately US\$40 million from their respective accounts to Wachovia in London."*

²⁹ Woods, M., "The exposed Nominee", in *Anti-Money Laundering Magazine*, March 2010.

³⁰ "NZ company buys Azerbaijan oil", *National Business Review NZ*, October 24, 2008; Williamson, K., "The many titles and jobs that make up Geoffrey Taylor", *Dominion Post*, January 9, 2009.

³¹ See further below in this paragraph for details.

Union Top Management. The company that asked SP Trading to organize the shipment of “oil industry spare parts” from Pyongyang to Tehran³² was called “Union Top Management Ltd” (UTM). Union Top Management’s Memorandum of Association (Hong Kong company registry) was dated September 1, 2009 (see Box 7), but the firm was actually incorporated in Hong Kong on November 2, 2009 (HK company number n. 1386743 - see Box 8).

The Hong Kong incorporation documents show as director of the UTM someone called Dario Cabrerros Garrmendis, the same name used by a person who signed the aircraft charter agreement with SP Trading on December 4, 2009 (see Box 9). The documents in Hong Kong show that on November 10, 2009 a Mr. Garrmendis was allotted 99% of the UTM shares (see Box 10).³³ Garrmendis was reported in the documents as a resident of Barcelona (Spain). However, law enforcement authorities in Spain told the authors that a person with this name does not exist.³⁴ An inquiry carried out by the Wall Street Journal³⁵ also revealed that someone called Garrmendis was unknown at the Barcelona’ address given in the UTM incorporation documents.

Allegedly,³⁶ two individuals, “Oleg” and “Igor” (the latter described as UTM’s executive based in Switzerland) represented UTM during two visits to SP Trading office in Ukraine in early December 2009.³⁷ The UTM managers, whose cell phone number was Ukrainian, requested SP Trading to plan five flights. They indicated that a “Natalia Sabantseva” (with phone and fax numbers in Hong Kong) would be the UTM contact person, who soon after was said to call SP Trading. Initially the woman on the phone asked SP Trading to prepare a flight plan for a flight from Dnepropetrovsk in Ukraine (one of the former USSR’s “closed” cities and a base of nuclear and conventional arms factories) to Bangkok with a cargo of “telecommunication equipment”. She also asked for a flight plan for a flight from Bangkok to Pyongyang and Tehran, with a cargo of “oil drilling equipment”). After further telephone communication with SP Trading, she and the other UTM managers allegedly vanished the same day the plane was impounded in Bangkok.

Easy Time Development Ltd., Team Victoria, and Global King Ventures. The UTM incorporation documents show that UTM’s founding member (see Box 11) was a company called EasyTime Development Ltd., incorporated in Hong Kong (n. 1189887) November 29, 2007.³⁸ The same documents also show that UTM’s secretary company was a firm (see Box 12) called Victoria Team, incorporated in Hong Kong on April 12, 2000 (n. 712532).³⁹

Both Easy Time Development and Victoria Team’s only shareholder was a company called Global King Ventures Ltd. (see Box 13 and 14), domiciled at P.O. Box 3152, Road Town, Tortola, British Virgin Islands, where the trail of shell companies ends.⁴⁰

It should be noted that UTM changed its address (see Box 15) on November 10, 2009, a week after it was incorporated. Also, on November 10, 2009, both Easy Time Development and Team Victoria resigned as Director and Secretary, respectively, of UTM (see Box 16 and 17).⁴¹

“Aerotrack Ltd”. This company was named in the packing list “787” sent to SP Trading by UTM as a consignee in Kyiv, Ukraine, of the “spare parts for oil drilling equipment” to supposedly be transported from Pyongyang (see Box 21A). Aero-Track was also named in the packing list “789” as a shipper of the same equipment and other spare parts from Kyiv to Tehran (see Box 22A). The packing list indicated that someone called “Victoria Doneckaya” was a representative of AeroTrack. The authors of this report as well as journalists attempted to contact Aerotrack and Ms. Doneckaya at the indicated phone number

³² Charter agreement between SP Trading and Union Top Management Ltd, dated 4 December 2009, number 38/167-76.

³³ Return of Allotments, UTM, Hong Kong Companies Registry.

³⁴ Email, confidential source, May 17, 2010.

³⁵ Email, confidential source, December 19, 2009.

³⁶ Email, confidential source, February 2010.

³⁷ Email, confidential source, December 18, 2009.

³⁸ Hong Kong Companies’ Registry.

³⁹ Hong Kong Companies’ Registry.

⁴⁰ See: British Virgin Islands, Offshore Financial Services Information Center, <http://www.bviibc.com/>

⁴¹ Hong Kong Companies’ Registry.

and address (19/21 Frunze St., Kyiv) but to no avail.

In January 2010, the Associated Press reported⁴² that "*security guards and secretaries there [at the Aerotrack stated address] said there had never been a company with that name at that address.*" However, the security guards' statement seems to be contradicted by an on-line business directory for CIS countries, which listed - from December 2007 to May 2008 - an air carriage company, **Aerotrack Aviation**, as located at 19/21 Frunze St., with a phone number that was different from the one indicated in UTM's packing lists.⁴³ At the 19/21 Frunze Street's building were also domiciled the "**State Service for Export Control of Ukraine**", the "**Scientific and Technical Center for the Export and Import of Special Technologies, Hardware and Materials**", the "**Center for Army Conversion and Disarmament Studies**", the "**Security and Nonproliferation Journal**" and various important Ukrainian firms such as "**CJSC Ukrainian Helicopters**".⁴⁴

"National Iranian Oil Industry". The packing list "789" prepared by UTM (see next paragraph and Box 22A) gives a non-existent entity, "**National Iranian Oil Industry**", as a consignee of the "*spare parts for oil drilling equipment*" in Iran and lists its address as "Hafez Crossing, Ghani Avenue" in Tehran. This address is similar to the one where the State-owned company "**National Iranian Oil Company (NIOC)**" headquarters are located: "Hafez Crossing, Taleghani Avenue". Did UTM make a mistake or was the deformation of the NIOC name and address made on purpose?

"Top Energy Institute". This company was named in the airway bill compiled by Air Koryo, along with the name of a contact person, "Mr. Dashti". The company is unknown.

"Korean General Trading Corporation". The packing list "787" and the airway bill compiled by SP Trading name this company as the shipper of the "*oil industry spare parts*". Attempts to contact the company at the reported phone numbers went unanswered.

"Korea Mechanical Industry Co. Ltd." The airway bill compiled by Air Koryo names this company as the shipper of the "*mechanical parts*". The airway bill did not provide contact details for this company.

⁴² Shuster, S., "Shadowy arms deal traced to Kazakhstan", AP, January 20, 2010.

⁴³ http://partnersroad.com/en/AEROTRACK_AVIATION/22231/Firm_details.aspx. Retrieved with Wayback Machine.

⁴⁴ See: www.ntc.kiev.ua/download/en/l_eng.doc; <http://www.gmdu.net/join-43-join-18-p1.html>; <http://www.mfa.gov.ua/usa/en/publication/content/42243.htm>.

3. Incongruities in cargo and shipping documents

The shipping documents prepared for the 4L-AWA flight in early December also show considerable inconsistencies.

Packing lists. On December 1, 2009 (dated December 3) UTM prepared and sent to SP Trading two packing lists (see below and Boxes 21 and 22), numbered 787 and 789.

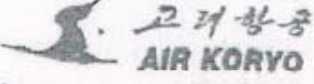
The first packing list (787) refers to a Korean company (Korean General Trading Corporation) as the consignor of the cargo that was supposed to be shipped from Pyongyang to Kyiv and consigned to Aerotrack Ltd. The total indicated weight of the cargo was given as 33,678 kg.

The second packing list (789) refers to Aerotrack Ltd as the shipper of the cargo from Kyiv to Tehran, to be consigned to the “National Iranian Oil Industry” (see above under “National Iranian Oil Company”), with additional spare parts included. The total indicated weight of the cargo was given as 33,972 kg. It included 294 kg of “oil drillers” that had evidently to be loaded in Ukraine.

The two packing lists prepared by UTM

First packing list				
Shipper: Korean General Trading Corporation - Consignee: Aerotrack Ltd, Kiev Packing List 2009/12/01/787 - Date: 3/12/2009				
Box Qty	Boxes contents (Spare Parts)	Box Weight (kg)	Gross Weight (kg)	Dimensions (mm)
87	Geothermal rigs (MTEC6), SP	30	2610	630X398X265
1	Percussion drilling rig (Buffalo 3000), SP	125	125	1380X500X490
40	Rotary Drilling Rig Watertec6	520	20800	5608X370X410
13	Mid-range Watertec40, SP	520	6760	5603X102X370
2	Minic 6 pumps, SP	45	90	5103X653X240
1	Minic 128 drilling valves	43	43	5103X653X240
1	Minic 6 water sleeves, SP	1250	1250	3900X1000X1900
2	Bespoke Mineral exploration Machine, SP	1000	2000	5600X1200X2800
T. 147			33678	
Second packing list				
Shipper: Aerotrack Ltd, Kiev - Consignee: National Iranian Oil Industry, Hafez Crossing, Ghazi Av., Tehran Packing List 2009/12/01/789 - Dated 3/12/2009				
Box Qty	Boxes contents (Spare Parts)	Box Weight (kg)	Gross Weight (kg)	Dimensions (mm)
87	Geothermal rigs (MTEC6), SP	30	2610	630X398X265
1	Percussion drilling rig (Buffalo 3000), SP	125	125	1380X500X490
40	Rotary Drilling Rig Watertec6	520	20800	5608X370X410
13	Mid-range Watertec40, SP	520	6760	5603X102X370
2	Minic 6 pumps, SP	45	90	5103X653X240
1	Minic 128 drilling valves	43	43	5103X653X240
1	Minic 6 water sleeves, SP	1250	1250	3900X1000X1900
2	Bespoke Mineral exploration Machine, SP	1000	2000	5600X1200X2800
1	Oil pump Spec 3, SP	35	35	5953X693X261
1	Oil driller Spec 4, SP	50	50	1000X1000X300
1	Oil pump Spec 5, SP	93	93	830X853X110
1	Oil pump Spec 6, SP	116	116	830X850X110
T. 151			33972	

⁴⁵ The airway bill mentions the departing airport as “FNJ” that is International Air Transport Association’s code for the airport (ICAO code is ZKPY, as mentioned in previous notes)

Shipper's Name and Address KOREA MECHANICAL INDUSTRY CO. LTD.		Shipper's Account Number	Not Negotiable Air Waybill		 AIR KORYO Member of International Air Transport Association		
Consignee's Name and Address TOP ENERGY INST. MR. DASHTI TEL: 00989121075041 FAX: 0098221 88736639 AIRPORT MAHRABAD		Consignee's Account Number	Issued by AIR KORYO PYONGYANG INTERNATIONAL AIRPORT SOHMY DISTRICT, PYONGYANG, DPR OF KOREA. TEL: 00989121075041 FAX: 0098221 88736639 Member of International Air Transport Association Copies 1, 2 and 3 of this Air Waybill are valid and have the same validity				
Agency IATA Code PYONGYANG		Account No.	Accounting Information CASH				
Flight and Requested Routing EKK		Reference Number	Special Handling Information				
By AIR KORYO		By	Or	Or	Or	Or	
Destination BANGKOK		AWB No. AW3732711	Amount of Insurance XXX		EXEMPTION - If Consignee insures, and such insurance is stipulated in conditions of carriage, indicate amount to be insured - Excess in any other amount of insurance		
No. 124. See only those instructions, conditions or clauses which are reported into the above Boxes in accordance with the above information. Regulations, Conditions and other provisions to be provided.							
No. of Pieces RCP	Gross Weight	Rate Class	Commodity Description	Chargeable Weight	Rate Charge	Total	Nature and Quantity of Goods (incl. Dimensions or Volume)
145	35824.5	N	Q	3535.43			MECHANICAL PARTS
Present		Wholly Charge		Collect			
0.00				Other Charges			
				AWC 700.00			
Total Charges Due Carrier				700.00			
Total Prepaid							
Currency Conversion Rates		CC Charges in Base Currency					
For Carrier's Use Only		Charges at Destination					
		Total Charges					
		Signature of Shipper or Agent					
		HIDCO PYONGYANG AIRPORT					
		at place					
		Signature of Issuing Carrier or its Agent					
							120-0010-8532

This second airway bill, prepared by Koryo, accompanied the aircraft in the flight from Pyongyang to Bangkok and was seized by the Thai authorities. The company that prepared this airway bill was Air Koryo, North Korea's national carrier, and was dated December 11, 2009, the day of the departure of 4L-AWA from Pyongyang. In the Koryo airway bill (n. 120-0010-8532) the departure airport was given as Pyongyang and the arrival was Bangkok Suvarnabhumi International (the aircraft actually landed at the other Bangkok airport, Don Mueang).

In theory, the UTM's packing list "787" (indicating the cargo for the flight from Pyongyang to Gostomel) and the cargo indicated by the airway bill prepared by Air Koryo should have been the same. In fact, in the Air Koryo airway bill the number of boxes was different (145 boxes instead of 147) and the weight

was about 2.2 ton more (35,881 kg) than in the packing list 787.

In this second airway bill, the consignor was a North Korean company, "Korea Mechanical Industry Co. Ltd"; that was never mentioned in previous documents. The consignee in Tehran was also different, and given as "Top Energy Institute", represented by a certain Mr. Dashti. Also, the cargo was no longer listed as "spare parts for oil drilling equipment" but as "mechanical parts".

The destination airport in the Air Koryo airway bill. It should also be noted that in the Air Koryo airway bill the given destination for the flight was Bangkok and not Gostomel, as it should have been according to the flight plans prepared by SP Trading for the 4L-AWA cargo plane which indicated that Bangkok would just be one of the technical stops on the return flight.

Were the spare parts included in the UTM's first packing lists really for "oil drilling equipment"? An analysis of the packing list "787" reveals that 87 boxes were listed as containing "Geothermal rigs MTec 6" ("one of the smallest rigs available", according to oil industry sources). These items were actually spare parts for a machine recently produced by the British firm Dando Drilling International⁴⁶ - based in Littlehampton - and usually intended for "drilling boreholes for water wells, geothermal drilling, and geotechnical works." In addition, 40 boxes (most of the cargo weight) were indicated as containing spare parts for the "Rotary drilling rig Watertec6,"⁴⁷ a machine intended for conventional "open hole drilling using water, mud, air, water flushing techniques," produced by the same Dando firm, and "ideal for accessing remote locations ... for well drilling." Also on the list was the Buffalo 3000 drilling rig, offered by Dando as a "cost effective percussion drilling rig favoured by NGOs and funding agencies for installing hand-pumped waterwells."⁴⁸ Dando also manufactured the Mintec 12.8 (for which the supposed cargo included 1 box of valves), "designed for exploration on open cast mine prospects,"⁴⁹ for example, coal mines.

"Oil drilling equipment" was a cover term used in the past for illegal arms shipments and in particular for missiles. Documents and inquiries related to the Reagan Administration's secret deals with Iran (mid 1980s, Iran-Contras affair) revealed that "oil drilling equipment" was the label given in transport documents for 18 Hawk missiles secretly destined to the Iran regime. They were shipped on the order of Col. Oliver North (Assistant Deputy Director for Political-Military Affairs in the US National Security Council) on November 22, 1985 from the US to Ostend, and from Ostend to Tehran, via Tel Aviv and Larnaka (Cyprus). The missiles were delivered to Iran using a Boeing 707 belonging to St. Lucia Airways, a company that served CIA covert operations. The aircraft bore the registration number J6-SLF (St. Lucia Island).⁵⁰ According to a de-classified CIA document, even the crew that flew the missiles to Iran in 1985 was unaware of the real nature of the cargo.⁵¹

⁴⁶ See: <http://www.dando.co.uk/uploads/mtec6.pdf>. See also GeoDrilling International, Issue 137, November 2007.

⁴⁷ See: <http://www.dando.co.uk/watertec-6>

⁴⁸ <http://www.dando.co.uk/news/dando-news-december-2009>.

⁴⁹ See: <http://www.dando.co.uk/mintec-12>

⁵⁰ The same aircraft was used for gun-running to Sierra Leone in February 1998 (see Wood B., J. Peleman, *The Fixers - Controlling Brokers and Shipping Agents*. Chapter 7. A joint Report by BASIC and PRIO. Oslo, PRIO, 1999) and (registered as EL-ALI and under the call signs of various companies), performed 16 "military" flights from Entebbe to Kisangani between March and August 2000 during the Second Congo War, as well as delivering military material from Bratislava to Kabul in June 1996 when registered as EL-JNS, owned by the Liberia-registered British firm Skyair Cargo, 1994-2000 (see See: Human Right Watch, "The case for further reform NATO and the EU: Leverage for Change", February 2004).

⁵¹ Document dated November 20, 1986, unsigned, CIA Chronology Insert: "CIA Airline Involvement;" see also "Duane Claridge, Cable for the European CIA Station, NSC Request," dated November 23 1985, originals reproduced in Kornbluh, P., M. Byrne (eds), *The Iran-Contra Scandal: the declassified history*, National Security Archive, The New Press, New York, 1993; see also 100th Congress, 1st Session, U.S. Senate Select Committee on Secret Military Assistance to Iran and the Nicaraguan Opposition "Report of the Congressional Committees Investigating the Iran-contra Affair," U.S. House of Representatives, Select Committee to investigate Covert Arms Transactions with Iran, Washington 1988, testimony by CIA Air Branch Chief, vol. 4, pp 791-932; and testimony by "Proprietary Manager" (Saint Lucia Airways' director Dietrich Reinhardt), vol. 21, p. 413 and 600; and testimony by "CIA Air Branch Subordinate," vol 4. p. 1101.

4. Incongruities in the 4L-AWA flight plans

On December 4, 2009, SP Trading and UTM agreed on a first flight plan (part of the aircraft charter agreement N. 38/167-76 (see Box 3B), whose starting point was listed as Gostomel airport in Ukraine and final destination was listed as Baku airport in Azerbaijan.

4L-AWA First Flight Plan

Flight N.	Aiport of departure	Airport of destination	N/M	Ddate
AGW 731	UKKM – GOSTOMEL	UBBB – BAKU ALIEV	1,013	12-7
AGW 731	UBBB – BAKU ALIEV	VCBI – COLOMBO	2,557	12-8
AGW 731	VCBI – COLOMBO	VTBS – BANGKOK	1,291	12-9
AGW 731	VTBS – BANGKOK	ZKPY – PYONGYANG	*2,021	12-10
AGW 732	ZKPY – PYONGYANG	VTBS – BANGKOK	*2,021	12-10
AGW 732	VTBS – BANGKOK	VCBI – COLOMBO	1,291	12-11
AGW 732	VCBI – COLOMBO	OMFJ – AL FUJAIRAH	1,726	12-11
AGW 732	OMFJ – AL FUJAIRAH	UKKM – GOSTOMEL	1,940	12-12
AGW 731	UKKM – GOSTOMEL	OIII – TEHRAN MEHRABAD	1,270	12-12
AGW 732	OIII – TEHRAN MEHRABAD	UBBB – UBBB – BAKU ALIEV	293	12-12
TOTAL			15,423	

The initial flight plan was soon changed and a second flight plan still indicated Gostomel as the departing point but Nasosnaya, Azerbaijan, as destination point and with the following sequence: Gostomel to Nasosnaya, Colombo, Bangkok, Pyongyang (loading point) and Pyongyang to Bangkok, Colombo, Fujairah, Gostomel (loading), Tehran, Nasosnaya for the return flight.

4L-AWA Second Flight Plan

Flight N.	Aiport of departure	Airport of destination	N/M	Ddate
AGW 731	UKKM – GOSTOMEL – FERRY	UBBI – NASOSNAYA – TECH STOP	1,011	12-7
AGW 731	UBBI – NASOSNAYA	VCBI – COLOMBO – TECH STOP	2,557	12-8
AGW 731	VCBI – COLOMBO	VTBS – BANGKOK – TECH STOP	1,291	12-9
AGW 731	VTBS – BANGKOK	ZKPY – PYONGYANG – ON LOAD	2,021	12-9
AGW 732	ZKPY – PYONGYANG	VTBS – BANGKOK – TECH STOP	2,021	12-10
AGW 732	VTBS – BANGKOK	VCBI – COLOMBO – TECH STOP	1,291	12-11
AGW 732	VCBI – COLOMBO	OMFJ – AL FUJAIRAH – TECH STOP	1,726	12-11
AGW 732	OMFJ – AL FUJAIRAH	UKKM – GOSTOMEL – ON LOAD	1,940	12-12
AGW 731	UKKM – GOSTOMEL	OIII – TEHRAN MEHRABAD	1,270	12-12
AGW 732	OIII – TEHRAN MEHRABAD	UBBI – NASOSNAYA – TECH STOP	291	12-12
TOTAL			15,419	

The second flight plan was again modified and a third flight plan still indicated as a departure airport Nasosnaya but Podgorica (Montenegro) as the last destination after Tehran. The sequence was as follows: Nasosnaya to Fujairah, Bangkok, and Pyongyang (loading point); Pyongyang to Bangkok, Colombo, Fujairah, Kyiv Borispol (loading point for other spare parts), Tehran (offloading), and eventually Podgorica for the return flight.

4L-AWA Third Flight Plan

Flight N.	Aiport of departure	Airport of destination	N/M	Ddate
AGW 731	UBBI – NASOSNAYA	OMFJ – AL FUJAIRAH – TECH STOP	975	12-9
AGW 731	OMFJ – AL FUJAIRAH	VTBS – BANGKOK – TECH STOP	2,594	12-10
AGW 731	VTBS – BANGKOK	ZKPY – PYONGYANG – ON LOAD	2,021	12-10
AGW 732	ZKPY – PYONGYANG	VTBS – BANGKOK – TECH STOP	2,021	12-11
Impounded				
AGW 732	VTBS – BANGKOK	VCBI – COLOMBO – TECH STOP	1,291	12-11
AGW 732	VCBI – COLOMBO	OMFJ – AL FUJAIRAH – TECH STOP	1,726	12-12
AGW 732	OMFJ – AL FUJAIRAH	UKBB – KYIV BORISPOL – ON LOAD	1,916	12-12
AGW 731	UKBB – KYIV BORISPOL	OIII – TEHRAN MEHRABAD – OFF LOAD	1,247	12-13
AGW 732	OIII – TEHRAN MEHRABAD	LYPG – PODGORICA – TECH STOP	1,537	12-13
TOTAL				

In the third and final flight plan prepared by SP Trading, the sequence of flight hours is consistent with the normal cruise speed of an IL-76T (about 410 knots to 430 knots, depending on whether it is empty or carrying 35/45 tons of cargo), including take off and landing times. The actual flight hours seem consistent with the maximum prudent range of an IL-76T (between 2,500 and 3,000 nautical miles [n/m]).⁵² However, the UTM-approved flight plan presented various incongruities.

4L-AWA's third and last flight plan

ИЗМЕНЕНИЕ МАРШРУТА ИЗ-ЗА ОТСУТСТВИЯ НЕОБХОДИМОГО КОЛИЧЕСТВА ГСМ В UBBI (НАСОСНАЯ)

A/c: IL-76, reg.: 4L-AWA PIC: ISSAKOV + 4 Schedule (time UTC):
 AWG 731 ETD UBBI 1400 09 DEC'09 ETA OMFJ 1700 09 DEC'09 /
 TECH. STOP
 AWG 731 ETD OMFJ 1900 09 DEC'09 ETA VTBS 0430 10 DEC'09 /
 TECH. STOP AWG 731 ETD VTBS 0700 10 DEC'09 ETA ZKPY 1330 10
 DEC'09 / ON LOAD
 AWG 732 ETD ZKPY 0230 11 DEC'09 ETA VTBS 1010 11 DEC'09 /
 TECH. STOP AWG 732 ETD VTBS 1230 11 DEC'09 ETA VCBI 1700 11
 DEC'09 / TECH. STOP
 AWG 732 ETD VCBI 1900 11 DEC'09 ETA OMFJ 0045 12 DEC'09 /
 TECH. STOP
 AWG 732 ETD OMFJ 1300 12 DEC'09 ETA UKBB 1930 12 DEC'09 / ON
 LOAD
 AWG 731 ETD UKBB 0200 12 DEC'09 ETA OIII 0200 13 DEC'09 / OFF
 LOAD AWG 732 ETD OIII 0500 13 DEC'09 / FERRY ETA LYPG 0930 13
 DEC'09 / TECH. STOP
 CARGO: OIL INDUSTRY SPARE PARTS, 35T
 C-NOR: Korean General Trading Corporation
 Mailto: 403hsc@co.chesin.com
 Tel: +850 2381 8344
 Fax: +850 2381 4416
 C-NEE: Aerotrack Ltd
 Address: Kiev 254080, 19-21, Frunze Str., Ukraine
 Tel.: +38 (095) 5336136 Fax: +38 (044) 2348148
 Victoria Doneckaya
 BRGRDS, OPS

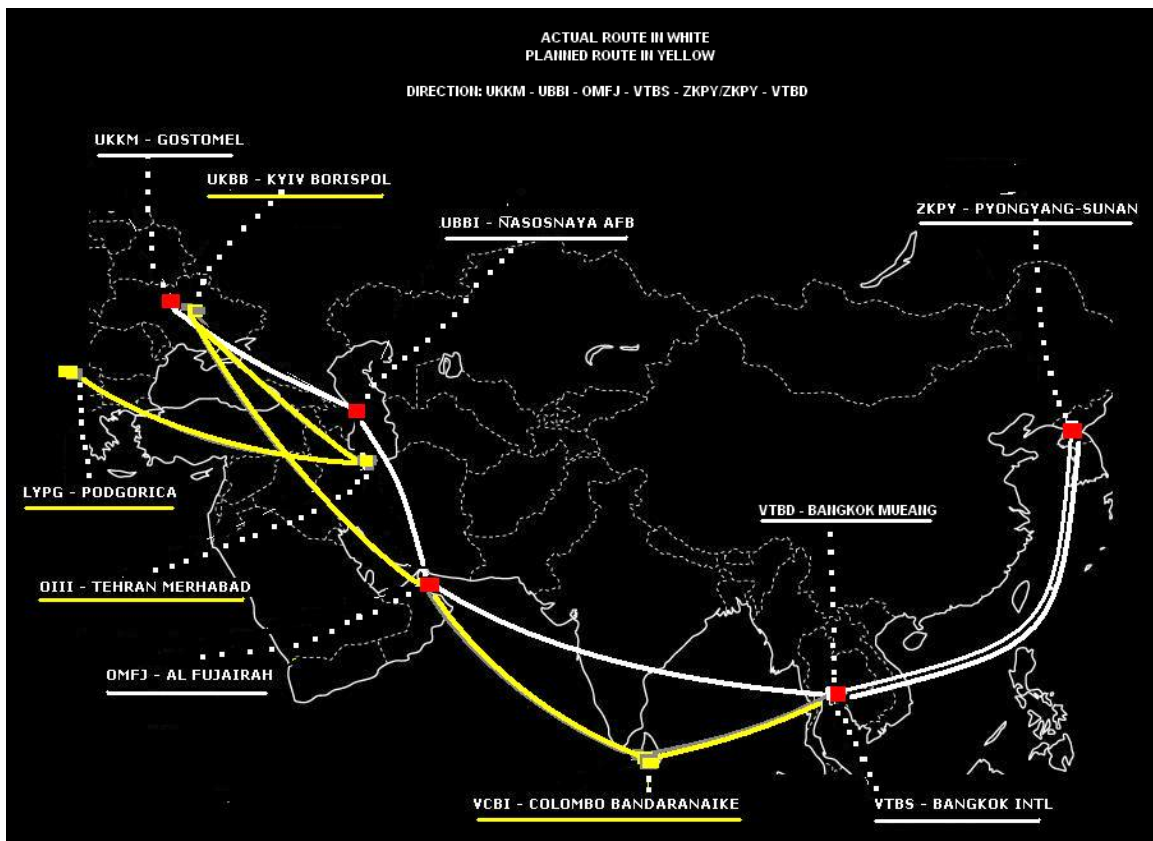
⁵² One nautical mile is equal to 1,852 m and 1,508 statute miles. The knot is the speed indicating how many nautical miles per hour are performed.

The IL-76 plane actually departed from Gostomel on December 8 at 5:03 pm⁵³ and reached Nasosnaya soon after. The purpose of the stopover at Nasosnaya (UBBI) - as IPIS and TransArms have learned - was almost certainly to buy cheap fuel, not the sort of business a military airport usually engages in without special agreements (the plane could have easily flown directly from Gostomel to Fujairah, for a distance of 1,986 nautical miles).

The Nasosnaya airport is located few miles North of Baku (see Box 18 and 19), where the operational Azerbaijan Air Force Base is located. For many years, only US and Russian sources used the code UBBI to indicate the airport.⁵⁴ ICAO has designated the airport with the code UB0C (where 0 is a number)⁵⁵ and other sources (World Aero Data for example) with the code UB12.

According to later communications among the companies involved, which the authors of this report have seen, some problems developed in Nasosnaya and the aircraft refueled instead at Fujairah.. The Russian text from the air crew reads: "Change in route due to absence of sufficient quantity of fuel/lubricants in UBBI." The plane arrived in Fujairah two hours later than scheduled, then departed from Fujairah at 11:25 pm.⁵⁶

The route 4L-AWA actually flew (white) and the one the aircraft had to fly in the return flight after Bangkok (yellow)



Alternative routes rejected. The UTM representative allegedly rejected the idea of the plane taking a direct route from Pyongyang to Tehran for "commercial reasons".⁵⁷ Representatives of UTM allegedly told SP Trading that "the equipment was produced in the USA (and) it should be brought to Ukraine first for handling."⁵⁸ In the light of the analysis of the packing lists in the paragraph 3, UTM's justification for choosing a far longer route than the obvious one seems, at least, strange.

⁵³ Confidential source, e-mail December 2009

⁵⁴ <http://www51.honeywell.com/aero>; <http://avia.transas.com/products/navigation/navitaws/txt/Eurasia.txt>; <http://a9.nm.ru/>

⁵⁵ ICAO Airport Codes Search Engine.

⁵⁶ Confidential source, e-mail December 2009.

⁵⁷ Confidential source, e-mail December 2009

⁵⁸ Confidential source, e-mail December 18, 2009. Handling was performed by a Ukrainian company, Aerotrack Limited. See Airway Bill for further details. The researchers have repeatedly tried to contact Aerotrack but to no avail.

For example, a far shorter route would have been the one that took the plane over China, with a stopover in Almaty (Kazakhstan, a distance of 2,175 n/m) to refuel, and from Almaty (passing North of Kyrgyzstan and overflying Uzbekistan and Turkmenistan) directly to Tehran (for a distance of 1,270 nm): this alternative route would have been a total 3,445 n/m instead of the 8,201 n/m of the planned return route from North Korea as in the submitted third and final flight plan..

Even if the stopover in Ukraine could not be avoided, there was another far shorter route: from Pyongyang to Almaty (2,175 n/m), from Almaty to Kyiv Borispol (for a distance of 1,907 n/m) and from Kyiv to Tehran Mehrabad (1,247 n/m), a total 5,329 n/m.

Part of the above-mentioned routes could have also been used for the outbound route from Kyiv (or Gostomel) to Pyongyang. The supposed gains from buying fuel in Azerbaijan and Al Fujairah would not have justified a planned route that was about 15,000 n/m-long instead of the 9,411 n/m needed to connect Kyiv-Almaty, Almaty-Pyongyang, Pyongyang-Almaty, Almaty-Kyiv, and Kyiv-Tehran. Moreover, the eventual chosen route seems instead to have been a recipe for disaster if UTM wanted to conceal a cargo of weapons.

Moreover, in communications with SP Trading, UTM's manager "Natalia Sabantseva" initially stated⁵⁹ that the first of the five flights planned by UTM and SP Trading had to depart from Dnepropetrovsk (see section 3 under UTM) with 35 tons of telecommunication equipment destined to Bangkok.

Later on, the same manager reportedly stated that the telecommunication equipment was not ready and requested SP Trading to provide a flight from whatever Ukrainian airport was convenient, but in time for arriving on December 11 or 12 at Pyongyang, where the "oil industry spare parts" had to be loaded.

Another UTM manager, "Igor", who met SP Trading concerning the flights, allegedly stated to SP Trading that December 12 was the latest date for not losing the contract. SP Trading says it received 75,000 euros and 50,000 US dollars from UTM as an initial payment for covering airports fees and buying fuel. The same UTM manager asked SP Trading to provide an invoice for the next planned flight on December 21.

⁵⁹ Confidential source, February 2010.

5. Concluding remarks

As the details in this report have highlighted, the case of the aircraft registered as 4L-AWA, impounded in Bangkok with a cargo of weapons loaded in Pyongyang, is strange. The case raises a number of questions that the currently available documents and information cannot answer, especially and first of all, the real identities of the UTM managers who apparently requested SP Trading to organize the flights:

- who instructed Air Koryo to change the name of the consignee in Iran from “National Iranian Oil Industry” to “Top Energy Institute”, an apparently non-existent company ?
- why did the first airway bill name a “Korean General Corporation” as the consignor of the items in Pyongyang and the second airway bill name as consignor a “Korea Mechanical Industry Co. Ltd”?
- why did the airway bill prepared in Pyongyang by Air Koryo mention Bangkok as the destination of the flight? Under which other airway bill were the “mechanical parts” supposed to fly from Bangkok to Gostomel, its stated destination in the first airway bill?
- why did Union Top Management (UTM), the Hong Kong-based company that requested the New Zealand-based SP Trading (SPT) to organize the flight, choose a route that did not make sense in commercial terms?
- why did UTM tell SP Trading that the “oil industry spare parts” destined to Iran were of US origin and needed to be consigned to AeroTrack in Kyiv before reaching Tehran?
- who the UTM managers (“Oleg” and “Igor”) really were?
- Why did the IL-76 pilot request, at the last minute, permission to land at an alternative Bangkok airport which was not the scheduled airport?

The arms flight of 4L-AWA from Pyongyang to Bangkok and the operation that it serviced hardly fits the frame of a typical arms illegal trafficking case especially because experienced traffickers would have known the large weapons cargo would more than likely have been discovered by Thai customs, and also from a commercial point of view it made no sense to use that route. Too many other incongruities and apparent mistakes have accompanied the preparation and the execution of the flight, something that experienced arms traffickers are unlikely to have ever allowed to happen.

Dealing with North Korea arms industry and government officials is a far more complex business than just sourcing arms in countries with lax arms export regulations. It is hard to believe that UTM’s Korean counterparts would have engaged in such a sensitive shipment without having previous knowledge of who was dealing with them in the name of UTM and who was going to pay the considerable sums (some 30/40 million dollars) that the arms were allegedly worth..

Annex 1 - The IL-76 history of registrations and operators

Considerable media attention has focused on the history of who owned the aircraft and various speculations have been made about past owners being responsible for the present operations of the plane registered as 4L-AWA. Media reports repeated *ad nauseam* that the aircraft was in the past owned by the alleged arms trafficker Viktor Bout, implying that he may be linked to the arms flight. Bout was - at the time of 4L-AWA arms flight in question - imprisoned in Bangkok, pending an appeal hearing in the battle to extradite him to the USA after a DEA sting operation.⁶⁰

What is really known about the aircraft? According to documents received from the Georgian Civil Aviation Authority, the 4L-AWA aircraft has the manufacturing number 0003426765⁶¹ and it was made originally as an IL-76M type cargo plane (the military version of the civilian IL-76, which has some 5 metric tons of body armor, thus drastically reducing its payload).

The aircraft started its registration life in the Soviet Air Force registered as CCCP-86846, became RA-86846 in the Russian Air Force, and was later converted to a civilian IL-76T (presumably by the removal of armor plating). In 1992-97, it was operated by Veteran Airlines, Russia, (a subsidiary of Veteran Airlines, Ukraine). It was then reportedly exported to Malaysia.

The aircraft supposedly resurfaced (if it really is the same plane) in 1997-98 in the fleet of Air Pass (registered in Swaziland). At that time, the plane was controlled by Victor Bout's Air Cess that had a 90% share in the Air Pass, and it was registered as 3D-RTA. It was briefly employed in August 1998 for flights from Entebbe to Goma, DRC, and to Kanombe-Kigali, Rwanda.

In 1999, the aircraft registration was changed once more (to TL-ACY), when it was moved to Centrafrican Airlines, allegedly a company controlled by Victor Bout and Ronald de Smet. In 2003-06, the TL-ACY registration was changed again to UN-76007 under the fleet of GST Aero, registered in Kazakhstan. This move seems to have involved a change in the engines as well. During 2003-04, the aircraft was used in service with the United Nations and in 2004-05 with Buraq Air (ICAO: BRQ), based at Tripoli-Mitiga.

In 2007, the UN-76007 registration was amended to UN-76011, in the fleet of the Kazakhstan-based East Wing (ICAO: EWZ), the company that eventually passed the aircraft on to Air West in Georgia. The UN-76011 registration changed briefly again to UP-I7622 (July 2008-May 2009) and then (apparently) to UP-I7635 (May-August 2009), having been leased for a short time to another Kazakh company, Beybars (ICAO: BBS, or Beibars) in May-September 2009.⁶² The reasons for the two UP- changes are not clear, and it is uncertain whether the registrations were official. Photographic evidence shows the two different UP registrations in this period. On September 24, 2009, the aircraft was finally registered as 4L-AWA.

Available Photographic Documentation on the IL-76 that became 4L-AWA, various sources

R/N as:	Reported m/n	Operator	Spotted at	Date
RA-86846	0003426765	untitled	Sharjah - OMSJ	February 1996
3D-RTA	0003426765*	untitled	Sharjah - OMSJ	November 26, 1998
UN-76007	n.a.	GST Aero	Budapest - LHBP	May 21, 2003
UN-76007	n.a.	GST Aero	Budapest - LHBP	June 19, 2003
UN-76007	0003426765	GST Aero	Baghdad - ORBS	6th July 2003
UN-76007	n.a.	Buraq Air	Manston	June 12-14 2004

⁶⁰ The case is still pending, following two opposite rulings by Thai courts. See: "Extradition of Viktor Bout can't be speeded up", *Bangkok Post*, August 26, 2010.

⁶¹ Aircraft Registration Certificate Number 299. See also AeroTransport Databank, *quoted*; Soviet Transports on-line DB, *quoted*.

⁶² AeroTransport DB provided the sequences of registrations for this report.

R/N as:	Reported m/n	Operator	Spotted at	Date
UN-76007	n.a.	Buraq Air	Brno - LKTB	June 21, 2004
UN-76007	n.a.	Buraq Air Tsunami	Zurich ZRH	January 3, 2005
UN-76007	n.a.	Buraq Air	Istanbul - LTFJ	March 15, 2005
UN-76011	n.a.	East Wing (EWZ)	Pardubice - LKPD	April 29 2008
UN-76011	0003426765	East Wing (EWZ)	Pardubice - LKPD	May 7, 2008
UN-76011	0003426765	East Wing	Sofia - LBSF	June 26, 2008
UP-I7622	0003426765	East Wing	Kuala Lumpur - WMKK	July 20, 2008
UP-I7622	0003426765	East Wing	Gostomel - UKKM	August 29, 2008
UP-I7622	0003426765	East Wing	Gostomel - UKKM	November 10, 2008
UP-I7622	0003426765	East Wing	Gostomel - UKKM	April 14, 2009
UP-I7622	3426765	East Wing	Turkey inflight	May 20, 2009
UP-I7635	n.a.	untitled	Plovdiv - Krumovo LBPD	May 2009
UP-I7635	n.a.	Beibars	Burgas - LBBG	June 2009
UP-I7635	0003426765	Beibars	Gostomel - UKKM	July 30, 2009
UP-I7635	0003426765	West Wing	Gostomel - UKKM	August 21, 2009

Sources: *Airlines.net*; *JetPhotos.net*; *www.lkpd.info*; *Planes.cz*; *RussianPlanes.net*

In February 2010, a Thai court freed all the arrested crew members from the 4L-AWA plane without any criminal charges. On February 12, all the crew members of 4L-AWA departed from Bangkok at 5:40 pm aboard Astana Airlines's flight KC932⁶³ and arrived the same day in Almaty (Kazakhstan).

⁶³ "All Five Crewmen to Return Home Today without Charges", *Thai Press Reports*, February 12, 2010; Wechsler, M., "Dogs of war or players in a political game?", *Bangkok Post*, January 31, 2010

14. CONCLUDING PROVISIONS

14.1 The Agreement is made in 2(two) copies each having equal value.
 14.2 The Agreement can be cancelled upon the consent of both Parties provided there is a prior written notification about such intention minimum 10 days before the scheduled expiration.

15. JURIDICAL ADDRESSES OF THE PARTIES AND SIGNATURES

THE LESSOR:
"AIR WEST LTD;

Intermediary Bank:
 JP Morgan Chase Bank, New York, USA
 SWIFT: CHASUS33
 Account with Institution:
 Bank of Georgia, SWIFT: BAGAGE22
 3, Pushkin Street, 0105 Tbilisi, Georgia
 Beneficiary: AIR WEST LTD
 Account: 115742400

THE LESSEE:
"SP TRADING LTD"

Beneficiary bank: Sampo Bank
 (Dnsmke Bank A/S Estonia Branch)
 IBAN: EE24 3300 3334 8055 0009
 Swift: FORE EE2X
 Intermediary bank:
 Correspondent Bank: Deutsche Bank
 Trust Company New York
 SWIFT codes: BKTR US33



Box 3B: Agreement between SP Trading and UTM, December 4, 2009

AIRCRAFT CHARTER AGREEMENT № 38/167-76

PARTIES

A. Carrier: *Company "SP TRADING LTD"*

B. Charterer: *Company "UNION TOP MANAGEMENT LTD"*

It is hereby agreed that Carrier named above ("Company") acting in the name of Director Mr. Lu Zhang will charter and the Charterer acting in the name of Mr. Dario Cabrerros named above ("Charterer") will take on charter the Aircraft (as defined below) for carry out flight or flights set out in the Schedule below on the terms and conditions contained, or referred to in this Agreement (as defined below).

THE SCHEDULE

1. **Aircraft type:** IL-76 Reg. 4L-AWA Flight: AWG731/732
2. **Route:** Pyongyang – Tehran (transit via Gostomel)
3. **Payload and/or capacity chartered:** 35'000 kg
4. **Nature of cargo:** oil industry spare parts
5. **Flight for which the Aircraft is chartered, on the dates shown below (time UTC):**

FLT Nbr	From	ETD	Date	To	ETA	Date
AWG 731	UKKM	07:30	07.12.2009	UBBB	10:40	07.12.2009
AWG 731	UBBB	14:20	08.12.2009	VCBI	23:00	08.12.2009
AWG 731	VCBI	00:30	09.12.2009	VTBS	05:00	09.12.2009
AWG 731	VTBS	17:00	09.12.2009	ZKPY	00:30	10.12.2009
AWG 732	ZKPY	05:30	10.12.2009	VTBS	13:10	10.12.2009
AWG 732	VTBS	01:00	11.12.2009	VCBI	05:30	11.12.2009
AWG 732	VCBI	07:00	11.12.2009	OMFJ	12:45	11.12.2009
AWG 732	OMFJ	01:40	12.12.2009	UKKM	07:30	12.12.2009
AWG 731	UKKM	10:00	12.12.2009	OHH	14:00	12.12.2009
AWG 732	OHH	16:00	12.12.2009	UBBB	17:10	12.12.2009

6. Charter Price:

- a. The monies have to be transferred by the "Charterer" in accordance with the invoice and put on to account of the "Company" before performance of the flight.
- b. The "Charterer" has to pay all bank transfer charges regarding transfer of the monies to the account of the "Company".

Box 3B: Agreement between SP Trading and UTM, December 4, 2009 (continuation)

9. This Agreement is subject to the conditions of contract following which are especially incorporated into this Agreement.



Date: 04.12.2009.

SIGNED by a duly authorized Representative for and on behalf of "SP TRADING LIMITED"

and by a duly authorized Representative for and on behalf of Charterer

IPIS V.Z.W. TRANSARMS

IPIS V.Z.W. TRANSARMS

Box 4: SP Trading - Certificate of Incorporation, July 22, 2009 Box 5: SP Trading - Shareholders



CERTIFICATE OF INCORPORATION

SP TRADING LIMITED
2289331

This is to certify that SP TRADING LIMITED was incorporated under the Companies Act 1993 on the 22nd day of July 2009.

IPIS V.Z.W. TRANSARMS

Neale Harris
Registrar of Companies
17th day of December 2009



For further details relating to this company check www.companies.govt.nz

Certificate printed 17 Dec 2009 01:10:07 NZT

IMPORTANT: Please sign this document and return to the Companies Office by either scanning and uploading by using the linked Consent Form Service within the time a Company exists at www.companies.govt.nz or fax to: 0800 CONSENT (0800 266 726), from outside New Zealand, for an add 9 811 4213. If any of the information is incorrect please advise your online application, make the necessary changes and new consent forms will be emailed to you.

Form 3 **30021505465**

CONSENT OF SHAREHOLDER OF PROPOSED COMPANY

Section 15(1) of the Companies Act 1993

Name of Proposed Company: **SP TRADING LIMITED** Company Number: **2289331**

Shareholder's Name: **1184665 VICAM (AUCKLAND) LIMITED**

Number of Shares Held: **100**

I consent to act as a shareholder of the above proposed company and to taking the number of shares specified.

Signature: *[Signature]*

Shareholder's Residential Address: **CJ-Or Group, Level 5, 355 Queen Street Auckland**

IMPORTANT INFORMATION

Shareholders

- A trust, whether expressed, implied or constructive, cannot be entered on the share register. Where, for example, shares are held by a family trust the names of the trustees must be entered individually as members of a share parcel.
- Details of the person's status are not allowed. Full names must be provided.
- A postal address, print-out or 3rd number is not permitted for the shareholder address.
- Only one person shall complete this form. If the shares are held jointly with others then each shareholder must complete and sign their own form.
- If the shareholder is a natural person, please give a residential address. If the shareholder is a body corporate, please give the address of the registered office or, if it does not have a registered office, the address of its principal place of business.
- If this consent form has been signed by an agent, it must be accompanied by the instrument authorising the agent to sign it.

Completed by: **TAYLOR, Michael**
Postal Address: **NGCI LIMITED
PO BOX 5025
AUCKLAND
NEW ZEALAND**
Telephone: **+64 9 3064130**

Please phone during business hours: **0800 COMPANIES (0800 266 726)**



Box 6: SP Trading - Certificate of Directors

IMPORTANT! Please sign this document and return to the Companies Office by either scanning and uploading by using the Upload Consent Form function within the Form a Company menu at www.companies.govt.nz or fax it to **0508 CONSENT (0508 266 736)**. From outside New Zealand, fax to +64 9 913 4213. If any of the information is incorrect please access your online application, make the necessary changes and new consent forms will be emailed to you.

Form 2

30021505454

CONSENT AND CERTIFICATE OF DIRECTOR OF PROPOSED COMPANY


Section 12(1) of the Companies Act 1993

Name of Proposed Company	SP TRADING LIMITED	Company Number	2289331
--------------------------	--------------------	----------------	---------

Director's First Name(s)	LIU	Director's Last Name(s)	ZHANG
--------------------------	-----	-------------------------	-------

I consent to be a director of the above proposed company and certify that I am not disqualified from being appointed or holding office as a director of a company.

Signature



Director's Residential Address

Level 5, 369 Queen Street, Auckland 1010

DISQUALIFICATION DETAILS

Please ensure that you are not disqualified from being a director of this company before signing this consent form.

A person cannot be a director of a company if he or she is any of the following:

- under 18 years of age; or
- an undischarged bankrupt; or
- prohibited from being a director or promoter of, or being concerned or taking part in the management of, a company under any statutory provisions. This includes (but is not limited to) people who have been convicted of a crime involving dishonesty in the last 5 years or have been prohibited from managing a company by the Registrar of Companies. This also includes people who have been prohibited from being a director or promoter of, or being concerned or taking part in the management of, an overseas company under an order made, or notice given, under the law of a proscribed overseas jurisdiction [Australia] in accordance with section 151(2)(eb) of the Companies Act 1993; or
- subject to a property order under section 30 or section 31 of the Protection of Personal and Property Rights Act 1988; or
- not eligible because of requirements contained in the company's constitution (if any).

A person who is not a natural person cannot be a director of a company. For more information refer to sections 151 and 382 to 385 of the Companies Act 1993.

Completed By: TAYLOR, Michael

Postal Address: NZCI LIMITED
PO BOX 5033
AUCKLAND

Telephone: +64 9 3064136

Free phone during business hours: 0508 COMPANIES (0508 266 726)

Box 7: Union Top Management - Memorandum of Association, September 1, 2009

THE COMPANIES ORDINANCE (Chapter 32)

Private Company Limited by Shares

MEMORANDUM OF ASSOCIATION

UNION TOP MANAGEMENT LIMITED
聯高管理有限公司


First:- The name of the Company is "UNION TOP MANAGEMENT LIMITED 聯高管理有限公司".

Second:- The Registered Office of the Company will be situated in Hong Kong.

Third:- The liability of the members is limited.

Fourth:- The Share Capital of the Company is HK\$10,000,000 divided into 10,000 shares of HK\$1.00 each and the Company shall have power to divide the original or any increased capital into several classes, and to attach thereto any preferential, deferred, qualified, or other special rights, privileges, restrictions or conditions.

I/We, the undersigned, whose name(s), address(es) and description(s) herein hereto given below, wish as firm a Company, in pursuance of this Memorandum of Association, and I/we respectively agree to take the number of share(s) in the capital of the Company set opposite to my/our respective name(s):-

Name(s), Address(es) and Description(s) of Signatory(ies)	Number of Share(s) taken by each Signatory
<p>For and on behalf of EASYTIME DEVELOPMENT LIMITED</p>  <p>Authorized Signatory(s) EASYTIME DEVELOPMENT LIMITED Room D, 3/F, Thomson Commercial Building, 8-10 Thomson Road, Wanchai, Hong Kong Corporation</p>	One
Total Number of Share(s) Taken	One

Dated the 1 day of SEP 2009
WITNESS to the above signature(s):


BRENDA CHENG
Company Secretary
Room D, 3/F,
Thomson Commercial Building,
8-10 Thomson Road, Wanchai,
Hong Kong

Box 8: Union Top Management - Certificate of Incorporation, November 2, 2009



No. 1380343
編號

CERTIFICATE OF INCORPORATION
公司註冊證書

I hereby certify that
本人謹此證明

UNION TOP MANAGEMENT LIMITED
聯高管理有限公司

is this day incorporated in Hong Kong under the Companies Ordinance
於本日在香港根據《公司條例》(第32章)

(Chapter 32) and that this company is limited.
註冊及為有限公司。

Issued on 2 November 2009.
本證書於二〇〇九年十一月二日發出。

Mr. Pansy Wing-chi LAM
for Registrar of Companies
Hong Kong
香港公司註冊處處長
(林燕芝 代行)

Box 9: Charter Agreement between SP Trading and Union Top Management, December 4, 2009

AIRCRAFT CHARTER AGREEMENT No. 38/167-76

PARTIES

A. Carrier: Company "SP TRADING LTD"

B. Charterer: Company "UNION TOP MANAGEMENT LTD"

It is hereby agreed that Carrier named above ("Company") acting in the name of Director Mr. Lu Zhang will charter and the Charterer acting in the name of Mr. Darío Cabreiros named above ("Charterer") will take on charter the Aircraft (as defined below) for carry out flight or flights set out in the Schedule below on the terms and conditions contained, or referred to in this Agreement (as defined below).

THE SCHEDULE




- Aircraft type: B767 Reg. 4L-AWA Flight: AWG731/732
- Route: Pyongyang – Teltan (transit via Gostomel)
- Payload and/or capacity chartered: 35'000 kg
- Nature of cargo: oil industry spare parts

9. This Agreement is subject to the conditions of contract following which are especially incorporated into this Agreement.

Date: 04.12.2009.

SIGNED by a duly authorized Representative for and on behalf of "SP TRADING LTD"

and by a duly authorized Representative for and on behalf of Charterer

Box 10: Union Top Management, Returns of Allotments, November 10, 2009

表格 Form **SC1** 公司編號 Company Number **1386743**

6. 獲分配股份者的詳情 Details of Allottee(s)

姓名/名稱 Name	地址 Address	各類別股份分配的數目 No. of Shares Allotted by Class	
		類別 Class	類別 Class
DARIO CARREROS GARMENDIA	480 GRAN VIA DELS CORTS CATALANES, 08015, BARCELONA, SPAIN.	9,999	
各類別股份分配的總數 Total Shares Allotted by Class		9,999	

簽署 Signed: *D. Carreros*
 姓名 Name: **DARIO CARREROS GARMENDIA** 日期 Date: **12 SEP 2009**
 職務 Director / 秘書 Secretary

Box 11: Easy Development Ltd, founding member of UTM

表格 Form **NC1**

5. 股本 Share Capital

5.1 註冊股本 Share Capital to be Registered

股份類別 Class of Shares	股份數目 Number of Shares	每股的價值 Nominal Value of Each Share 1	各類別股份的總價值 Total Nominal Value of Each Class 1	創始成員共承擔各類別股份的總價值 Total Nominal Value of Each Class of Shares to be Taken by Founder Member(s) 1
Ordinary	10,000	HK\$1.00	HK\$10,000.00	HK\$1.00
總值 Total			HK\$10,000.00	HK\$1.00

1. 請註明貨幣單位(例如: 港幣 - 港元)
Please specify the currency (e.g. HKD, USD)

6. 創始成員 Founder Members

6.1 中文姓名/名稱 Name in Chinese: **易泰發展有限公司**

6.2 英文姓名/名稱 Name in English: **EASYTIME DEVELOPMENT LIMITED**

6.3 地址 Address: **Room D, 3/F., Thomson Commercial Building, 8-10 Thomson Road, Wanchai, Hong Kong.**

6.4 承購的股份 Shares to be taken: **Ordinary 1**

Box 12: Easy Development, Secretary: Team Victoria

表格 Form **AR1** 公司編號 Company Number **1189887**

11. 秘書 Secretary

A. 個人秘書 Individual Secretary

姓名 Name in Chinese: **蘇其**
 姓名 Name in English: **SU, Kit**
 英文名: **SU Kit**
 香港住址 Hong Kong Residential Address: **Room D, 3/F., Thomson Commercial Building, 8-10 Thomson Road, Wanchai, Hong Kong.**
 電郵地址 Email Address: **(Nil)**
 身份證明 Identification: **香港身份證號碼 Hong Kong Identity Card Number**
 護照 Passport: **香港國家 Issuing Country** **護照號碼 Number**

B. 法人團體秘書 Corporate Secretary

中文名稱 Name in Chinese: **品維有限公司**
 英文名稱 Name in English: **TEAM VICTORIA LIMITED**
 香港地址 Hong Kong Address: **Room D, 3/F., Thomson Commercial Building, 8-10 Thomson Road, Wanchai, Hong Kong.**
 電郵地址 Email Address: **(Nil)**
 公司編號 Company Number: **712532**

Box 13: Easy Development, Shareholders: Global King Ventures Ltd

表格 Form **AR1** 公司編號 Company Number **1189887**

10. 有股本公司的成員詳情 Details of Member(s) of a Company Having a Share Capital

10.1 截至本申報表日期的成員詳情 Details of Member(s) as at the Date of this Return

姓名/名稱 Name	地址 Address	股份 Shares		備註 Remarks
		現時持有 Current Holding	轉讓* Transferred*	
GLOBAL KING VENTURES LTD	P.O. BOX 1132, ROAD TOWN, TORTOLA, BRITISH VIRGIN ISLANDS.	1		
總數 Total		1		

* 倘公司的股份自上一份周年申報表日期以來(倘未有周年申報表, 則自公司成立日期以來)有任何轉讓, 有關轉讓詳情一併申報。股份受讓人姓名/名稱請在「備註」一欄註明。
 * If there have been any transfers of the company's shares since the date of the last annual return (or since incorporation if this is the first annual return), please also provide details of the transferee; the name of the transferee should be stated in the Remarks column.

Box 14: Victoria Team's shareholder

表格 Form **AR1** 公司編號 Company Number 712532

10 有股本公司的成員詳情 Details of Member(s) of a Company Having a Share Capital

最近未申報日期前之成員詳情 Details of Member(s) as of the Date of this Return

股份類別 Class of Shares: ORDINARY

姓名/名稱 Name	地址 Address	股份 Shares		備註 Remarks
		現時持有者 Current Holding	轉讓* Transferred*	
		數目 Number	日期 Date	
GLOBAL KING VENTURES LTD	P.O. BOX 315, ROAD TOWN, TORTOLA, BRITISH VIRGIN ISLANDS.	2		
總數 Total		2		

* 對公司的股份自上一份年度申報表日期以來(即關於前年度申報表 - 則由公司成立或換領以來)有任何轉讓, 有關詳情必須一併申報; 股份受讓人姓名/名稱請在「備註」一欄註明。
* If there have been any transfers of the company's shares since the date of the last annual return (or since incorporation if this is the first annual return), please also provide details of the transfers; the name of the transferee should be stated in the Remarks' column.

附錄第 2309A 號 (2008 年 7 月) Supplement No. 2309A (February 2008)

Box 15: UTM Change of Address

CR 註冊辦事處地址更改通知書 Notification of Change of Address of Registered Office (公司條例第 933 條) 表格 Form **R1**

重要事項 Important Notes

1 公司名稱 Company Name: 聯高管理有限公司 UNION TOP MANAGEMENT LIMITED

2 更改詳情 Details of Change: 在香港的註冊辦事處地址 Address of Registered Office in Hong Kong: FLAT B, 7/F., EUROPEAN ASIAN BANK BUILDING, 749 NATHAN ROAD, MONGKOK, KOWLOON.

3 電郵地址 E-mail Address

簽署 Signed: DARIO CARREROS GARMENDIA 日期 Date: 10 NOV 2009

4 提交人的資料 Presenter's Reference: 聯高管理有限公司 R & G MANAGEMENT CONSULTANCY

附帶使用表格 For Official Use: 收件日期 RECEIVED 10 NOV 2009

Box 16: Easy Time Development - Resignation as Director of UTM

CR 秘書及董事辭職通知書 Notification of Resignation of Secretary and Director (公司條例第 157D 條) 表格 Form **D4**

1 公司名稱 Company Name: 聯高管理有限公司 UNION TOP MANAGEMENT LIMITED

2 辭職秘書/董事的資料 Particulars of the Resigning Secretary/Director: 職銜 Capacity: 秘書 Secretary, 董事 Director, 兼秘書 兼董事 Alternate Director. 個人姓名 Name of Individual Secretary/Director: 中文姓名 Name in Chinese, 英文姓名 Surname in English, 英文名字 Other Names in English.

3 辭職日期 Date of Resignation: 10 NOV 2009

4 提交人的資料 Presenter's Reference: 聯高管理有限公司 EASYTIME DEVELOPMENT LIMITED

附帶使用表格 For Official Use: 收件日期 RECEIVED 10 NOV 2009

Box 17: Team - Resignation as Secretary of UTM

CR 秘書及董事辭職通知書 Notification of Resignation of Secretary and Director (公司條例第 157D 條) 表格 Form **D4**

1 公司名稱 Company Name: 聯高管理有限公司 UNION TOP MANAGEMENT LIMITED

2 辭職秘書/董事的資料 Particulars of the Resigning Secretary/Director: 職銜 Capacity: 秘書 Secretary, 董事 Director, 兼秘書 兼董事 Alternate Director. 個人姓名 Name of Individual Secretary/Director: 中文姓名 Name in Chinese, 英文姓名 Surname in English, 英文名字 Other Names in English.

3 辭職日期 Date of Resignation: 10 NOV 2009

4 提交人的資料 Presenter's Reference: 聯高管理有限公司 TEAM VICTORIA LIMITED

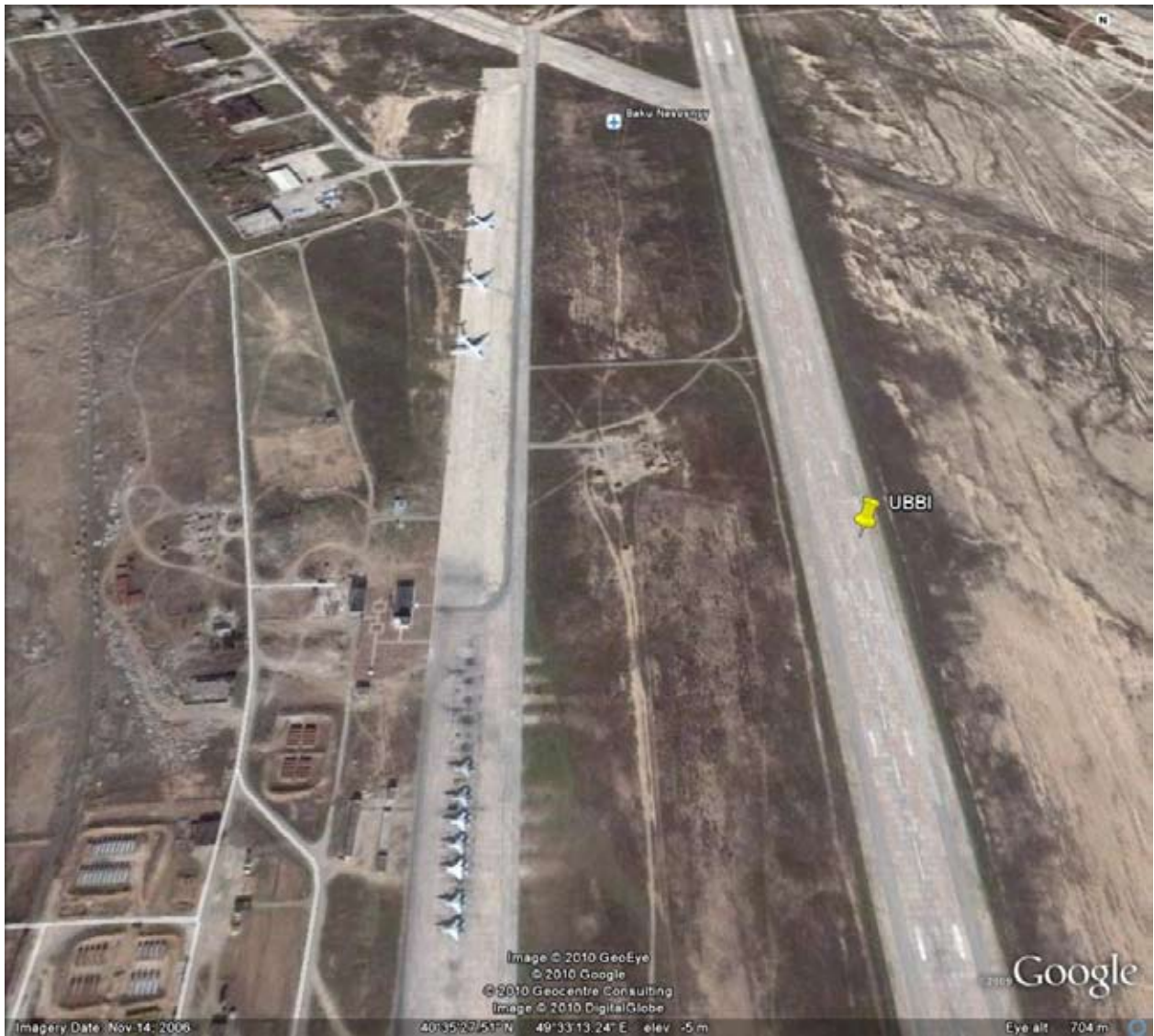
附帶使用表格 For Official Use: 收件日期 RECEIVED 10 NOV 2009

Box 18: The dates of satellite and aerial images (DigitalGlobe) for UBBI in 2009: October 27; November 4; November 27; December 10



Source: Google Earth

Box 19: Military aircraft at UBBI, detail



Source: Google Earth

Box 20: First Airway bill

Авианакладная

№: 20091201/787
Date: 3/12/2009

Консигнатор: **Аеротрак Лтд**
Address: Kiev 254080, 19-21, Funes St.
Tel: +38(095) 5336136
Ukraine

Shipper: **Korein General Trading Corporation**
Motto: 403rd@co.chesri.com
Tel: +850 2381 8344
Fax: +850 2381 4416

Тел: +38 (095) 5336136 Fax: +38 (044) 2348148

Notify: **Victoria Bonetskye**
Tel: +38 (095) 5336136

Freight: **Prepaid**
Notify: **Aerotrack Ltd**
Tel: **4390 45 933 6136**

Box Qty	Boxes content	Box Weight	Gross Weight	Dimensions
87 boxes	Geothermal Rigs spare parts - model MTEC6	30kg	2610kg	658mmx398mmx265mm
1 box	Percussion drilling rig spare parts - model Buffalo 3000	125kg	125kg	1180mmx500mmx490mm
40 boxes	Rotary Drilling Rig spare parts - model Waterc 6	520kg	20800kg	568mmx370mmx410mm

ORIGINAL 5 (FOR SHIPPER)

Box 21A:- Packing list 787

PACKING LIST
№: 20091201/787
Date: 3/12/2009

Консигнатор: **Аеротрак Лтд**
Address: Kiev 254080, 19-21, Funes St.
Tel: +38(095) 5336136
Ukraine

Shipper: **Korein General Trading Corporation**
Motto: 403rd@co.chesri.com
Tel: +850 2381 8344
Fax: +850 2381 4416

Тел: +38 (095) 5336136 Fax: +38 (044) 2348148

Notify: **Victoria Bonetskye**
Tel: +38 (095) 5336136

Box Qty	Boxes content	Box Weight	Gross Weight	Dimensions
87 boxes	Geothermal Rigs spare parts - model MTEC6	30kg	2610kg	658mmx398mmx265mm
1 box	Percussion drilling rig spare parts - model Buffalo 3000	125kg	125kg	1180mmx500mmx490mm
40 boxes	Rotary Drilling Rig spare parts - model Waterc 6	520kg	20800kg	568mmx370mmx410mm

Box 21B: Packing list 787

PACKING LIST
№: 20091201/787
Date: 3/12/2009

13 boxes	Mid-range Waterc 40 spare parts	520kg	6760kg	568mmx410mmx370mm
2 boxes	Hitex 6 spare parts - pumps	45kg	90kg	510mmx485mmx240mm
1 box	Hitex 12.8 drilling valve	43kg	43kg	510mmx485mmx240mm
1 box	Hitex 6 wear sleeves - spare parts	1250kg	1250kg	3900mmx3000mmx1500mm
2 boxes	Beypoke Hitex exploration Machine - spare parts	1000kg	2000kg	5600mmx1200mmx800mm
1 box	Spare parts for oil pump Spec 3	39kg	78kg	525mmx469mmx261mm
1 box	Spare parts for oil driller Spec 4	50kg	50kg	1000mmx1000mmx500mm
1 box	Spare parts for oil driller Spec 5	93kg	93kg	830mmx855mmx110mm
1 box	Spare parts for oil pump Spec 6	159kg	159kg	830mmx550mmx110mm

Total Weight: 339727

Box 22A: Packing list 789

PACKING LIST
№: 20091201/789
Date: 3/12/2009

Консигнатор: **Аеротрак Лтд**
Address: Kiev 254080, 19-21, Funes St.
Tel: +38(095) 5336136
Ukraine

Shipper: **Korein General Trading Corporation**
Motto: 403rd@co.chesri.com
Tel: +850 2381 8344
Fax: +850 2381 4416

Тел: TBA Fax: -TBA

Notify: **TBA**
Tel: TBA

Box Qty	Boxes content	Box Weight	Gross Weight	Dimensions
87 boxes	Geothermal Rigs spare parts - model MTEC6	30kg	2610kg	658mmx398mmx265mm
1 box	Percussion drilling rig spare parts - model Buffalo 3000	125kg	125kg	1180mmx500mmx490mm
40 boxes	Rotary Drilling Rig spare parts - model Waterc 6	520kg	20800kg	568mmx370mmx410mm
13 boxes	Mid-range Waterc 40 spare parts	520kg	6760kg	568mmx410mmx370mm

