



MYANMAR WITNESS

A project by



CENTRE for
INFORMATION
RESILIENCE

TRACING FLIGHTS: HAS A CZECH COMPANY SUPPLIED AIRCRAFT TO THE MYANMAR AIR FORCE?

An Analysis Using Flight Tracking Data, Call Signs and
Satellite Imagery

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1 EXECUTIVE SUMMARY

Myanmar Witness has documented evidence suggesting that the Czech company Let Aircraft Industries, part of [Omnipol](#), may have supplied the Myanmar Air Force (MAF) with three Let L410 UNVP-E20 aircraft.

According to tracking data, Let Aircraft Industries-owned Let L410-UVP E20 Turbolet serial number 3413, registered in the Czech Republic as **OK-JMA**, flew from Kunovice Airport to the Yangon area in late September 2024. Then, two additional aircraft, **OK-AMJ** (serial number 3418) and **OK-AMK** (serial number 3419), followed a similar journey the following year. Tracking data recorded **OK-AMJ** (serial number 3418) departing on 9 June 2025, and OK-AMK (serial number 3419) leaving Kunovice airport on 8 July 2025.

As of 24 October 2024, tracking data from FlightRadar24 indicates that the Myanmar authorities have registered the **OK-JMA** (3413) aircraft as XY-AMV, and it has to date belonged to the MAF. This aircraft has since been tracked flying across various locations in Myanmar.

However, at the time of writing, Myanmar Witness is unable to independently confirm the continuous presence of the other two aircraft (**OK-AMJ** and **OK-AMK**) since their arrival in Myanmar.

Myanmar Witness, however, has grounds to believe that the **OK-AMJ** and **OK-AMK** aircraft that flew in 2025 might now be with the MAF.

If a Czech Republic company has sold its aircraft to the MAF, this could be a violation of the [EU sanctions against Myanmar](#). It is worth noting that Let Aircraft Industries also [delivered](#) two previous L-410 UVP-E20 (serial numbers 3411 and 3412) to Kazakhstan in December 2023.

This investigation examines flight tracking data and satellite imagery involving a single Let L410-UVP E20 Turbolet aircraft, identified by its unique serial number 3413. The records show the aircraft was first registered as **OK-JMA** and later re-registered as XY-AMV in Myanmar, strongly indicating that both registrations correspond to the same aircraft. The unchanging serial number further supports that these observations relate to one and the same plane.

While further confirmation is required, the convergence of tracking data and callsign use supports the hypothesis that the MAF could own three Let L410 UVP-E20 aircraft.

2 FLIGHT TRACKING DATA

2.1 OK-JMA

2.1.1 TRACKING JOURNEY TO MYANMAR

Aircraft Let L410-UVF E20 Turbolet serial number 3413 - which, according to Flightradar 24 is property of the Czech Republic company Let Aircraft Industries and registered by the Czech aviation authority as OK-JMA - left Kunovice airport on 24 September 2024 (figure 1). After six days' travel, its transponder stopped sending signals while descending towards the Yangon area.



Figure 1: Flight path of aircraft OK-JMA, a Let L410-UVF E20 (serial number 3413), tracked from Kunovice Airport on 24 September 2024 to Yangon on 29 September 2024. The coloured lines show the flight path over time as recorded by Flightradar24.

Flight history for aircraft - OK-JMA

AIRCRAFT	TYPE CODE	MODE S						
Let L-410UVP-E20 Turbolet	L410	49D58B						
AIRLINE	Code	SERIAL NUMBER (MSN)						
LET Aircraft Industries	-	3413						
OPERATOR	Code	AGE (2023)						
-	-	2 years						
DATE	FROM	TO	FLIGHT	FLIGHT TIME	STD	ATD	STA	STATUS

2.1.2 FROM OK-JMA TO XY-AMV

One month later, on 24 October 2024, aircraft Let L410-UDP E20 Turbolet (serial number 3413), now listed on FlightRadar24 as property of the MAF and registered with the Myanmar Aviation Authority as XY-AMV, was tracked flying from southern Myanmar and approaching the Yangon area.

In the months since then, tracking data reveal the aircraft has been flying in Myanmar mostly out of Patheingyi (figure 2) or Hmawbi Airbases (see figure 11). Additionally, as confirmed, the aircraft has been observed moving towards the same combat locations as other MAF aircraft.

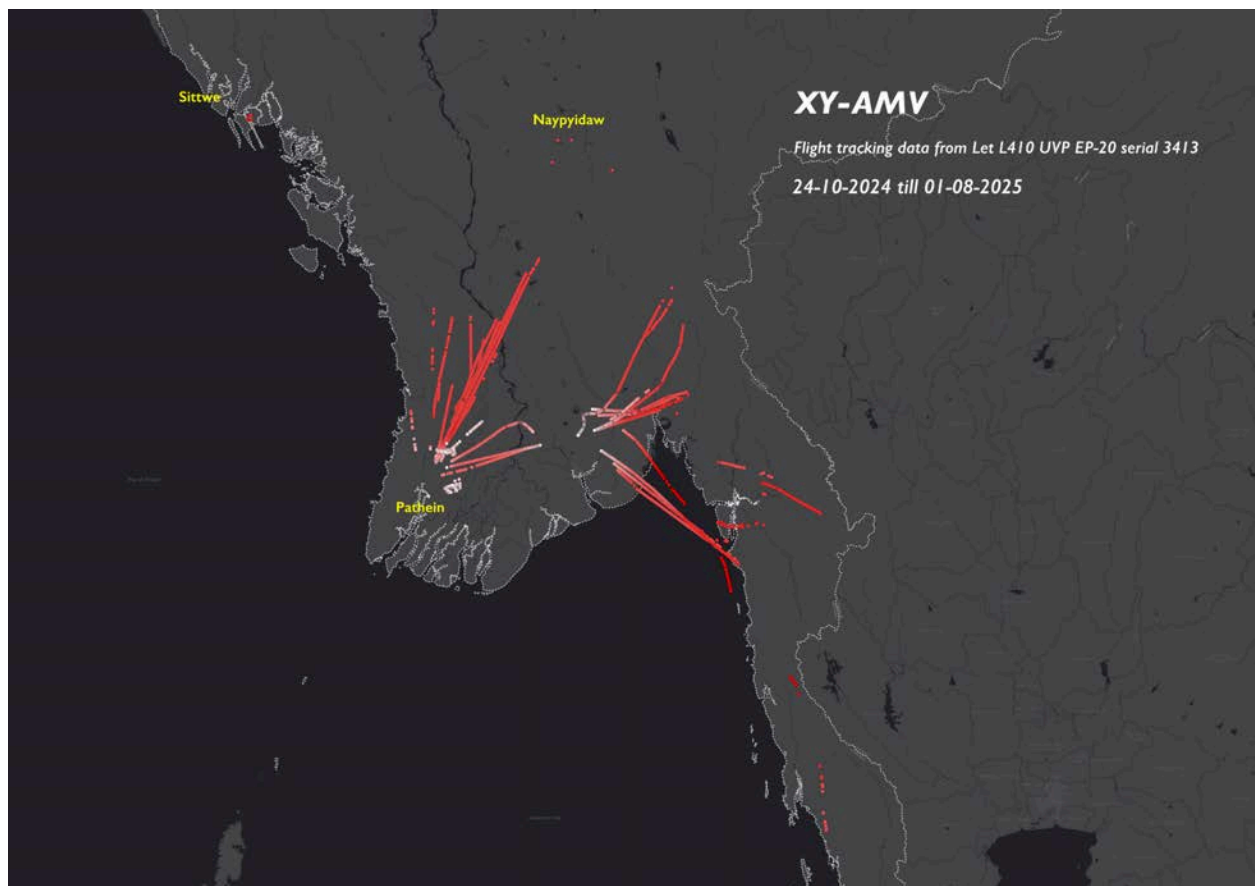


Figure 2: Flight path of aircraft XY-AMV, a Let L410-UDP E20 (serial number 3413), in Myanmar in 2024. The coloured lines show the flight path over time as recorded by FlightRadar24.

Flight history for aircraft - XY-AMV

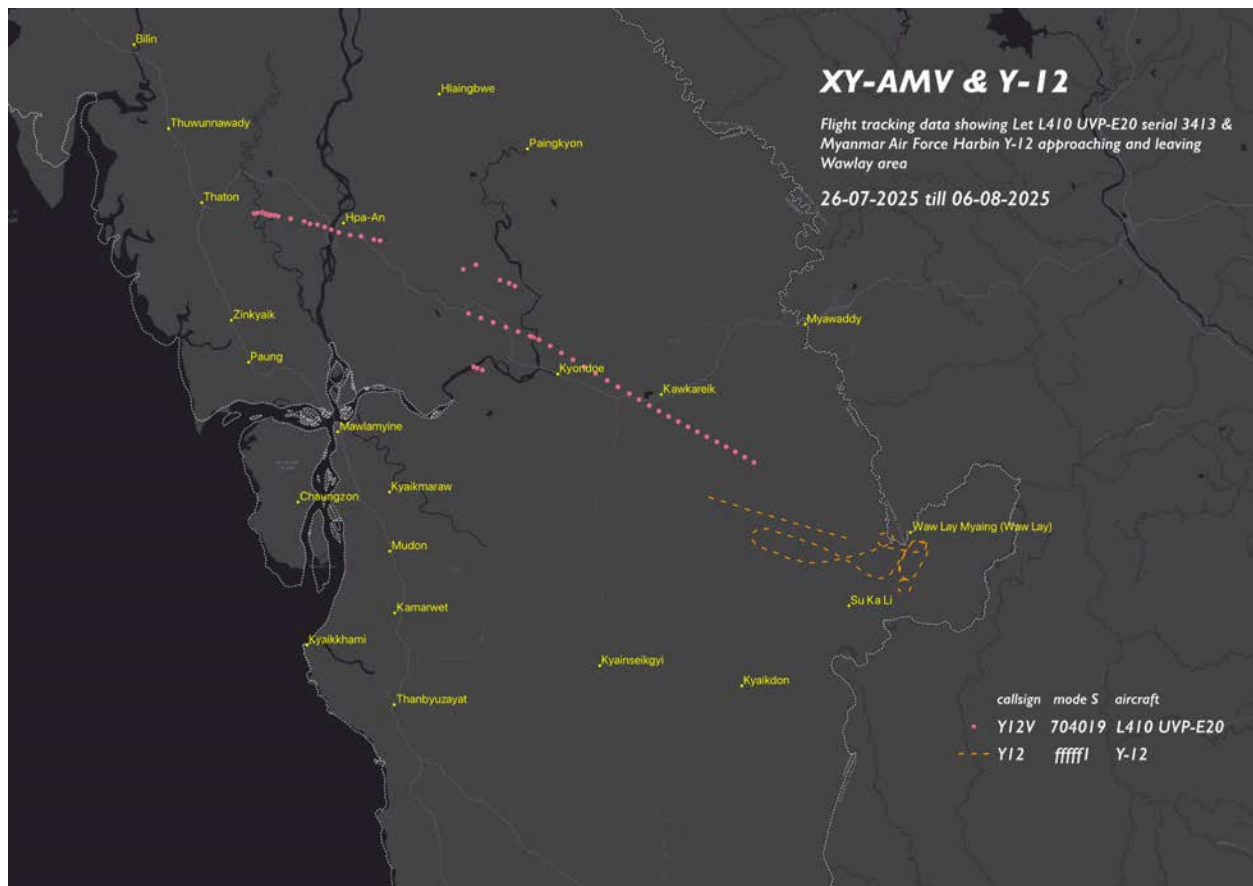
AIRCRAFT	TYPE CODE	MODE S						
Let L-410UVP-E20 Turbolet	L410	704019						
AIRLINE	Code	SERIAL NUMBER (MSN)						
Myanmar - Air Force	-	3413						
OPERATOR	Code	AGE (2023)						
-	-	2 years						
DATE	FROM	TO	FLIGHT	FLIGHT TIME	STD	ATD	STA	STATUS

2.1.3 XY-AMV TRACKING AROUND WAWLAY AREA

Flight tracking data from late July 2025 records a MAF Let L410-UVP E20 Turbolet serial number 3413, XY-AMV, approaching and leaving the Wawlay area, where reported [clashes](#) had taken place close to the Thai-Myanmar border (figure 3). The trajectory and height are similar to the tracking data from MAF Harbin Y-12 flights in the same area a few days later, in early August 2025.

This is an area where, according to multiple sources, since late June 2025, there have been clashes between the State Administration Council (SAC) and the Karen National Liberation Army (KNLA) and its allies.

This suggests that the Let L410-UVP E20 Turbolet may have played a role similar to Harbin Y-12 within the MAF.



2.2 OK-AMJ & OK-AMK

It seems that the **OK-AMJ** and **OK-AMK** aircraft travelled a similar route to one made by **OK-JMA** in September 2024. By using multiple tracking data, including FlightRadar24, Myanmar Witness was able to track the flight path of the two additional aircraft (figures 4 and 5) in 2025.

However, the tracking of these aircraft disappeared over Myanmar in a manner very similar to OK-JMA. Since then, no new tracking for these aircraft, registered as such, has been recorded. While the exact reasons for this remain uncertain, the unusual pattern would be more plausibly explained if, like OK-JMA, these aircraft were intended for delivery to Myanmar.

In general, these aircraft undertake a single delivery flight under their original registration before being re-registered locally. All other recent Let L410 UVP-E20 aircraft (serial numbers 3409 to 3417) were traceable to their respective destination countries under their original Czech registration or tail number, after which they are typically much harder to trace in publicly available flight tracking records.



Figure 4: Flight path of aircraft OK-AMJ, a Let L410-UVP E20 (serial number 3418), tracked from Kunovice Airport on 9 June 2025 to the Yangon area on 13 July 2025. The coloured lines show the flight path over time as recorded by Flightradar24.



Figure 5: Flight path of aircraft OK-AMK, a Let L410-UVP E20 (serial number 3419), tracked from Kunovice Airport on 8 July 2025 to Myanmar on 12 July 2025. The coloured lines show the flight path over time as recorded by Flightradar24.

2.3 ADDITIONAL EXAMPLES: OK-NGJ and OK-NGK

Additional examples (figure 6) show Let Aircraft Industries' Let L410 NG aircraft crossing Myanmar. At one point, they stop transmitting tracking data, only to reappear later as they enter a neighbouring country.

These are the OK-NGJ and OK-NGK aircraft, which were delivered to Thailand. The OK-JRP, which often participates in presentations of Let Aircraft Industries all over the world, crossed Myanmar twice this year (as seen in figure 6) on 17 May 2025 and 1 June 2025.

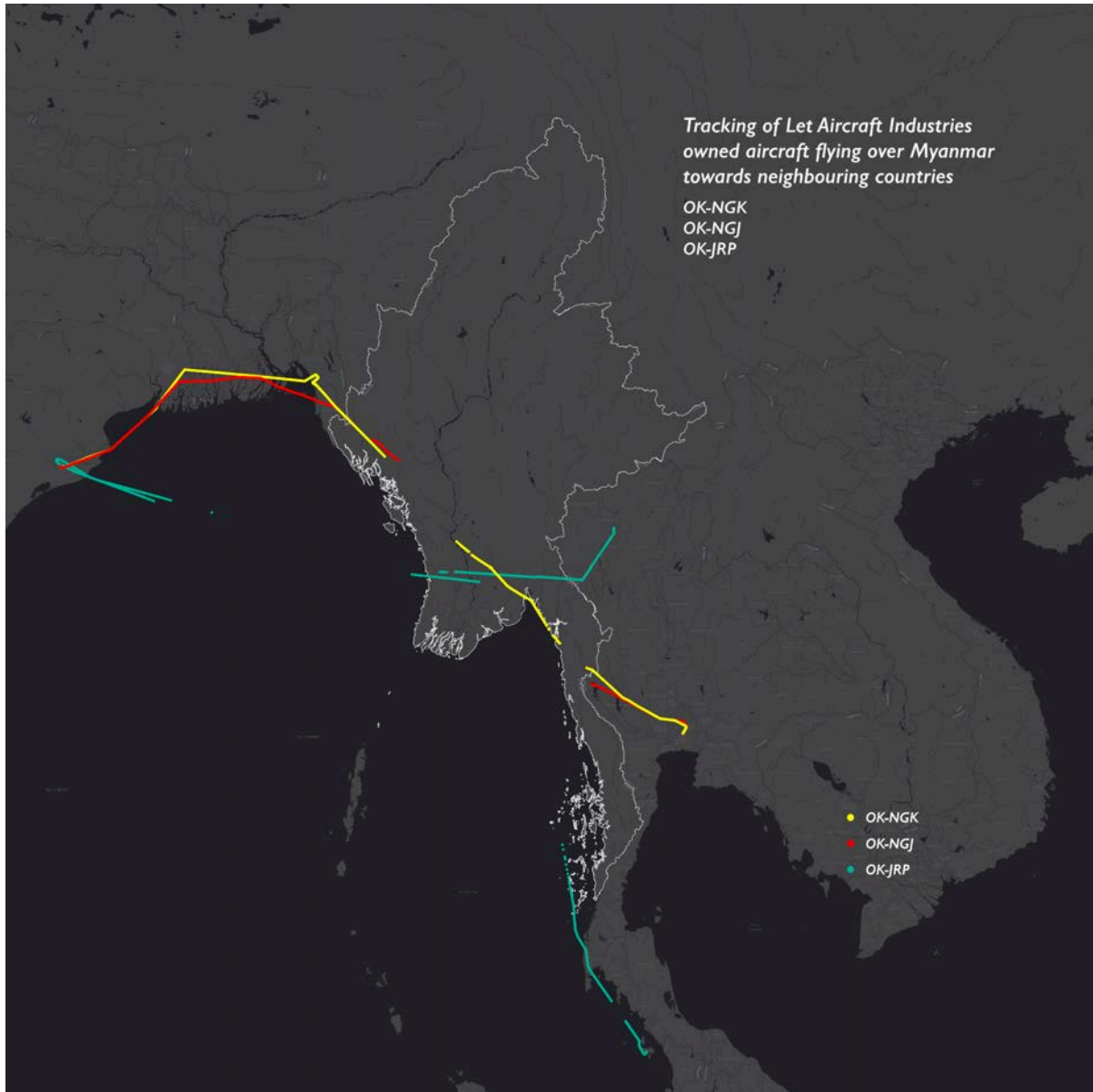


Figure 6: Examples of tracking of other Let Aircraft Industries aircraft crossing Myanmar towards other countries.

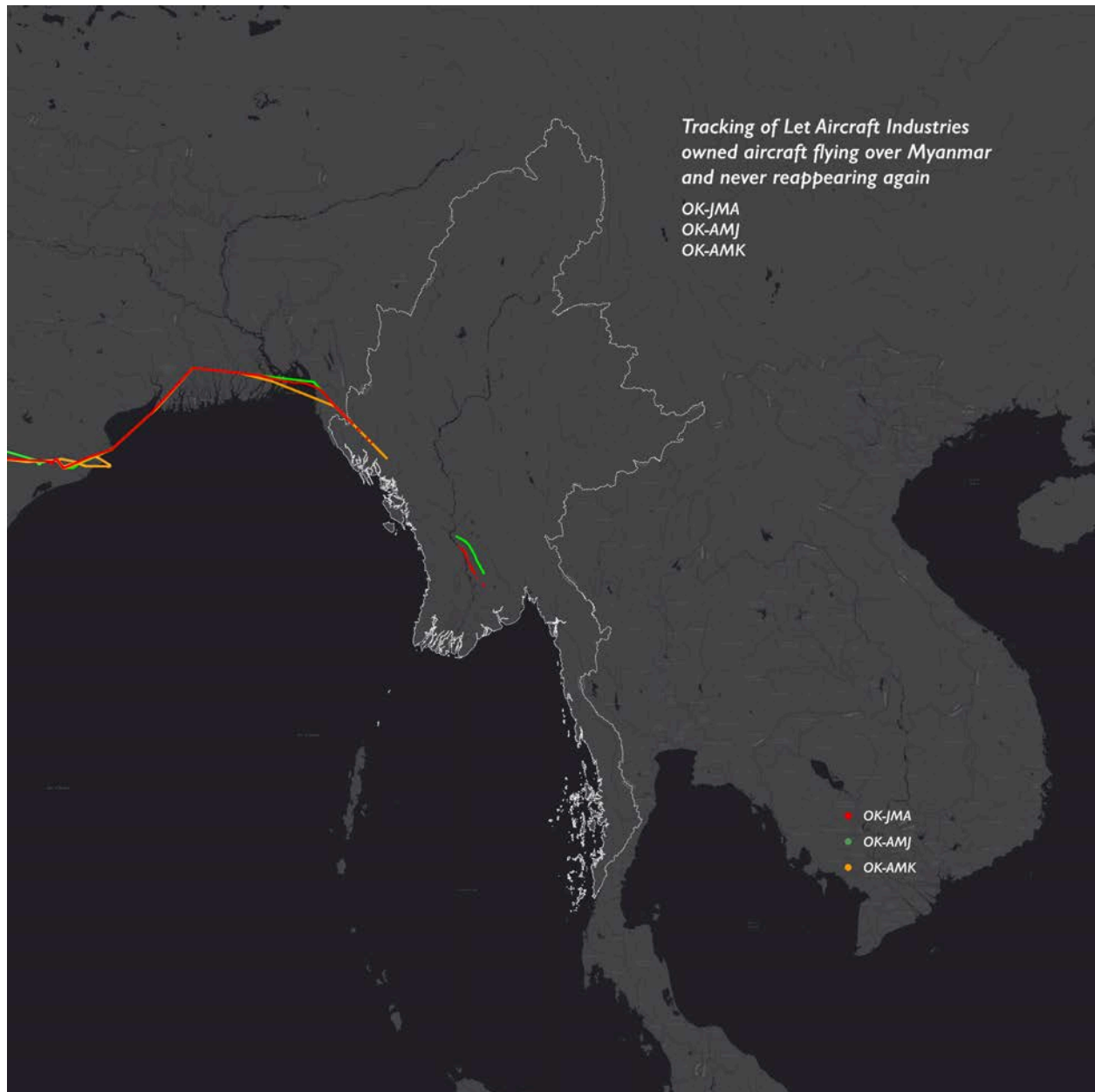


Figure 7: Flight path of the three aircraft, a Let L410-UVF E20, over Myanmar. The coloured lines show the flight path of the different aircraft.

3 SATELLITE IMAGERY

3.1 MUSCAT INTERNATIONAL AIRPORT

During the flight's journey from Kunovice airport to Myanmar, tracking data suggests the **OK-JMA** (3413) aircraft made a one-day stop at Muscat International Airport on 26 September 2024. An aircraft is visible on Planet Skysat imagery in the exact location indicated by flight tracking data, Let L410-UVF E20 Turbolet (serial number 3413) (figure 8). The dots in the figure below reflect the tracking data.

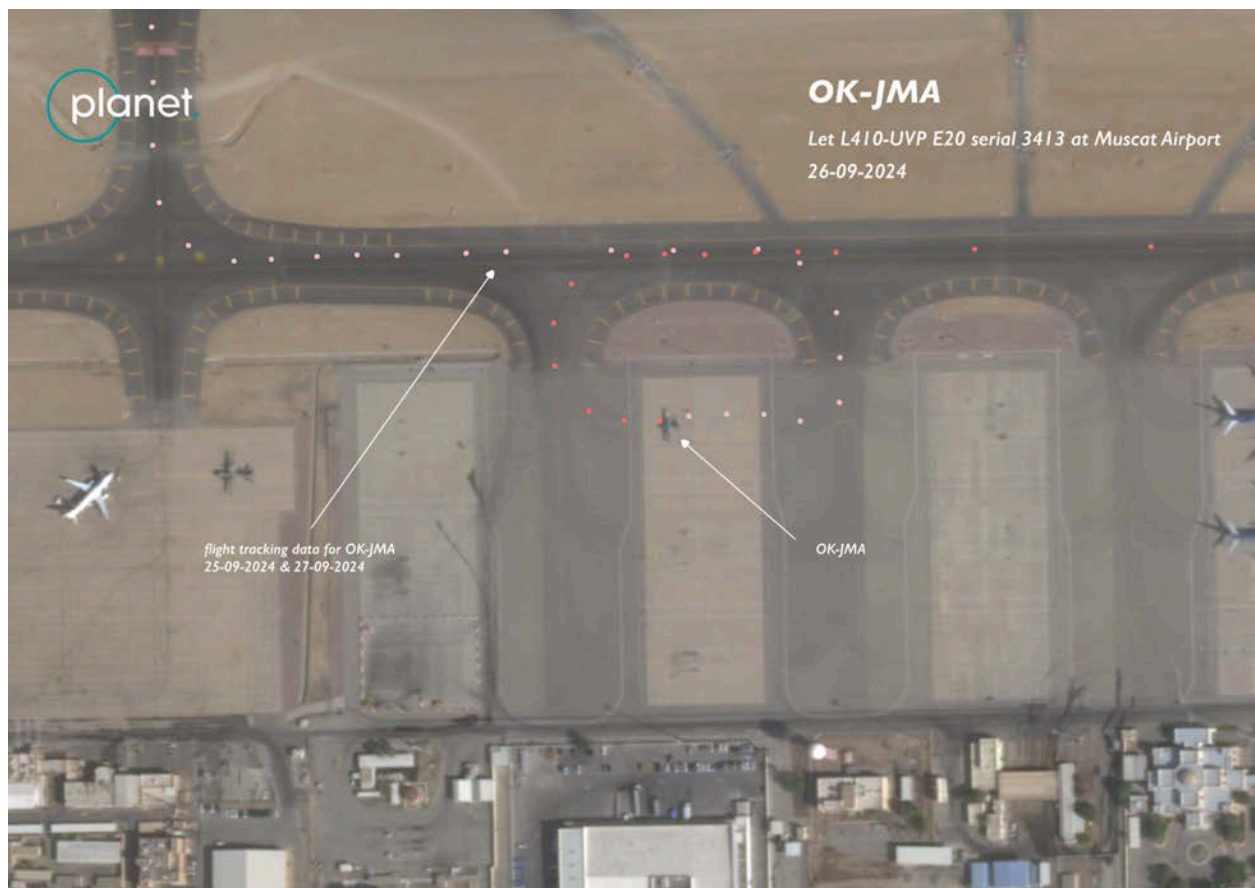


Figure 8: Satellite imagery shows the L410-UVF E20 Turbolet OK-JMA (serial number 3413) aircraft making a one-day stop at Muscat International Airport on 26 September 2024. The aircraft is visible in the exact location indicated by flight tracking data. (Source: Planet Labs)



Figure 9: A close-up view showing the L410-UVP E20 Turbolet (serial number 3413) aircraft on the tarmac at Muscat International Airport on 26 September 2024. (Source: Planet Labs)

3.2 HMAWBI AIRBASE

Satellite imagery from Airbus PleiadesNeo, dated 23 January 2025 and accessible via Google Earth Pro, confirms the presence of a Let L410 at Hmawbi Airbase [coordinates: 17.120725, 96.078596]. This observation corresponds with flight tracking data showing the Let L410-UVP E20 Turbolet, serial number 3413 and registered as XY-AMV, approaching and departing Hmawbi Airbase on 15 January 2025 and 25 January 2025, respectively (see Figure 11).



Figure 10: Images showing the Let 410-UVP E20 XY-XMV aircraft (serial number 3413) in [Top and Bottom Left] Hmawbi airbase, [Top Right] a blueprint of the aircraft, and [Bottom Right] a close-up at Muscat International Airport on 26 September 2024. The side-by-side comparison highlights distinctive features, including the white markings, thus supporting the visual similarities across the aircraft. (Sources: https://web.archive.org/web/20190423024417if_/http://www.let.cz/files/file/KeStazeni/2016/EN_Brochure_L_410_UVP-E20.pdf).

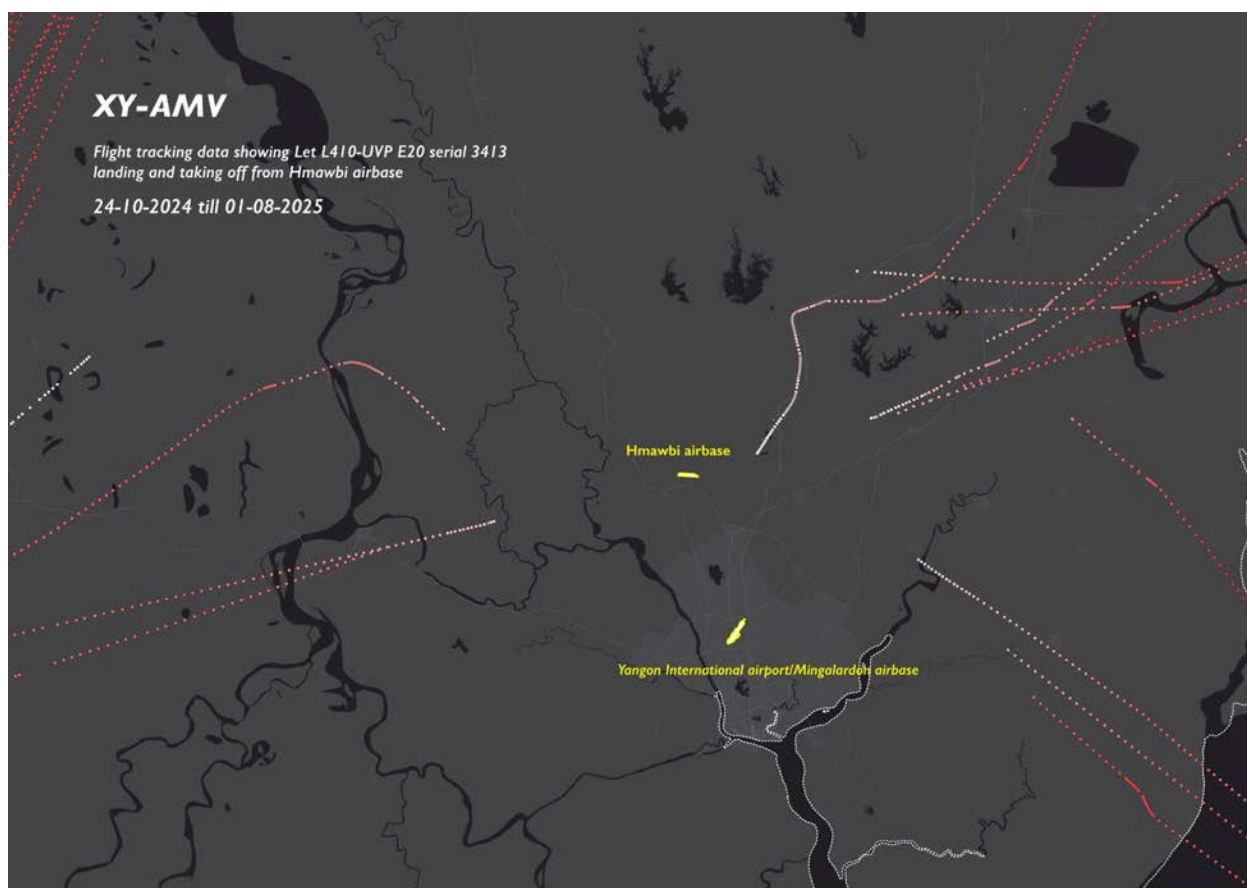


Figure 11: Flight tracking data showing the Let 410-UMP E20 XY-AMV aircraft (serial number 3413)'s departures and landings from Hmawbi airbase between 24 October 2024 and 1 August 2025. The coloured lines indicate altitude, with white presenting lower heights and red presenting higher heights.

At the time of writing, unlike OK-JMA, Myanmar Witness could not yet find high-resolution imagery tracing either OK-AMJ or OK-AMK on their travel towards Myanmar.

4 REGISTRATIONS

XY-AMV is an uncommon registration for a Myanmar Air Force aircraft, though the tracking data of the aircraft and satellite imagery by themselves strongly suggest it is used by the MAF.

MAF aircraft are generally identified by numerical markings. However, in some cases, the aircraft appear under civilian-style registrations, such as the XY-AMV. One potential

rationale for this practice could be to obscure their operational role by presenting them as civilian aircraft. It is also possible that an aircraft might technically be registered to a Burmese private company while in practice it is operating under the MAF.

According to multiple sources, there have been precedents for this practice. This is a list of Myanmar-registered civilian aircraft that were transferred to the MAF since 2013.

<i>last_civil_reg</i>	<i>MAF_reg</i>	<i>type</i>	<i>serial</i>	<i>commissioned</i>
XY-AIG	#0001	ATR 72-212A	#0781	2013-01-01
XY-AIF	#0002	ATR 72-212A	#0765	2014-04-01
XY-AJT	#0003	ATR 72-500	#0658	2014-12-01
XY-AIB	#0006	ATR 42-320	#0178	2016-10-01
XY-AJB	#4609	Beech 1900D	UE-214	2016-12-15
XY-AJA	#4610	Beech 1900D	UE-325	2016-12-15
XY-AIC	#0007	ATR 42-320MP	#0159	2017-01-01
XY-AJD	#0005	ATR 72-212A	#0545	2017-09-01
XY-AJJ	#0011	ATR 72-600	#1085	2021-12-01

Additionally, records show that at least two Beechcraft 1900D aircraft were initially purchased under civilian operators, such as Myanmar National Airways, before later being transferred to the MAF. In these cases, both aircraft owned by South African National Airways Corporation were sold to Myanmar National Airways and later passed to the MAF. Their South African registrations changed to Myanmar Civil Aviation registrations and then to Myanmar Air Force registration, as illustrated below.

<i>South Africa</i>	<i>Myanmar</i>	<i>Myanmar</i>
National Airways Corporation	Myanmar National Airways	Myanmar Air Force
ZS-OYM	XY-AJB	4609
ZS-OYF	XY-AJA	4610

The claim that the registration of **OK-JMA** in Myanmar is XY-AMV is due to FlightRadar24; it also claims that the aircraft belongs to the MAF. Myanmar Witness is uncertain about how they acquired this information, but, as mentioned above,

tracking data and satellite imagery also agree with this.

Additionally, tracking data shows this aircraft approaching, landing and taking off from Hmawbi Air Force base, where a Let L410 UVP-E* with [tanktips](#) (likely the first plane identified by Myanmar Witness but cannot be categorically identified as the specific Let LF410 UVP-E20 model) is visible on an Airbus satellite image from 23 January 2025, around the same date as the tracking (see figure 11).

5 APPENDIX 1

5.1 ANALYSIS OF LET L410 UVP-E20 DATA

The following is a list Myanmar Witness compiled of the latest Let L410 UVP-E20 by serial number.

For most, Myanmar Witness found the original Czech tail-number/registration, and when possible, the new country tail-number/registration.

<i>serial number</i>	<i>country</i>	<i>date_travel_cz_</i>	<i>czech_tail_number</i>	<i>new_tail_number</i>
3409	Uzbekistan	aug_2023	ok-jnm	uk41001
3410	Uzbekistan	jul_2023	ok-jnl	uk41002
3411	Kazakhstan	dec_2023	ok-jnp	kazakh af 41
3412	Kazakhstan	dec_2023	ok-jno	kazakh af 42
3413	Myanmar	sep_2024	ok-jma	xy-amv?
3414	Uzbekistan	nov_2024	ok-amd	uk41003
3415	Uzbekistan			uk41004
3416	Poland	dec_2024	ok-amh	sp-sga?
3417	Poland	dec_2024	ok-ami	
3418	Myanmar?	jun_2025	ok-amj	
3419	Myanmar?	jun_2025	ok-amk	