



MYANMAR WITNESS

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TRACING FLIGHTS II: A CZECH COMPANY KEEPS SUPPLYING AIRCRAFT TO THE MYANMAR AIR FORCE

Myanmar Witness Investigators Track Two Additional
Aircraft To Myanmar In Possible Violation Of EU
Sanctions

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26 February 2026

This investigation was shared with the French news outlet *Le Monde*, which produced a video investigation based on its key findings. Myanmar Witness also contributed further analysis. *Le Monde*'s article can be read [here](#).

Disclaimer: Several sources have been intentionally omitted from this investigation for privacy reasons. This does not affect the overall analysis or recommendations presented herein.

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1 INTRODUCTION

Following its 8 September 2025 [report](#) on the transfer of three Let L410-UVP E20 Turbolet aircraft manufactured by the Czech company Aircraft Industries to the Myanmar Air Force (MAF), Myanmar Witness conducted further inquiries and has since identified two additional Czech Let L410s delivered to Myanmar, the latest landing in Yangon on 25 February 2026. Meanwhile, the Czech government has publicly engaged with the media regarding questions about the legality of the sale.

On 23 September 2025, [Mizzima](#) reported a statement attributed to the Czech government asserting that “the aircraft are only being deployed for civilian use”. Additionally, the [Irrawaddy](#) reported that, in an email to the Myanmar National Unity Government (NUG), the Czech Ministry of Foreign Affairs declared that “the

aircraft were delivered to a civil aviation company, Myanmar Airways International (MAI), not to the MAF” and thus did not breach any sanctions. The email, viewed by the Irrawaddy, further claims:

“The aircraft delivered are in civilian configuration without any modification which could be considered as military. [...] The aircraft have been registered by the Myanmar civil aviation authorities and given civil aircraft registration marks.”

In responding to Czech outlet [HildaciPes](#), the Czech Ministry of Industry claimed that “The civil aircraft in question are not dual-use items [...]”.

Myanmar Witness believes that the Czech government’s claim concerning the use of the delivered aircraft implies that it is regularly informed about their operation by an entity, which, as the government recognises, was not the one initially intended to receive the aircraft. The fact that the end user is not the entity originally intended to receive the aircraft in itself shows a failure to apply any standard of due diligence to this transaction, and this should be a matter of concern for both the Czech company and its government.

The [Irrawaddy](#) further states that MAI is a “key business partner of the military junta; junta leadership use MAI-branded aircraft for their international travels, and the airline and the MAF share aircraft”. Myanmar Witness has documented multiple cases dating back over the last 12 years of aircraft initially introduced in service with MAI or other Myanmar-based civilian companies and later commissioned into the MAF¹. The company’s previous business conduct, as the original intended recipient of the aircraft, coupled with the risk of such malfeasance recurring, should have prevented Aircraft Industries from proceeding with the transfer and risking a breach of the European Union (EU) sanctions regime against Myanmar.

In a ceremony held at Naypydaw airbase on 7 November 2025, the MAF introduced several aircraft of four different models into service. The State Security and Peace Commission (SSPC)’s chairman and commander-in-chief of Myanmar’s Armed Forces, Min Aung Hlaing, was presented with a [plaque](#) of the newly commissioned aircraft (figure 1). The first two models [left] were showcased during the parade, while the last two were not. The outline of the third from the left matches the Let L410’s.

¹ While Myanmar Witness has documented several instances of aircraft transfers from Myanmar-based civilian companies to the MAF, no report has been publicly shared, and it does not represent an exhaustive or conclusive inquiry.



Figure 1: Photograph of Min Aung Hlaing presented with a plaque for the newly-acquired MAF aircraft (the L410 matches the outline of the third aircraft from the left) at the 7 November 2025 ceremony. This has been geolocated to Napyidaw airbase. (Source: [Eleven Media Group](#) via Facebook)

Neither Aircraft Industries earlier nor the Czech government later has shared any imagery of the aircraft in question showing the configuration or livery. On the contrary, the complete lack of imagery and omission of any news of their sale from the company's social media platforms is in contrast to Aircraft Industries' usual practice and marketing strategy. Myanmar Witness has documented – and shared in its previous [report](#) – how at least one of the delivered L410s was repeatedly tracked operating from and, on one occasion, captured by satellite imagery on the runway at Hmawbi airbase. This is an MAF military installation with no facilities for civilian aircraft. The aircraft's non-military [configuration](#) does not necessarily indicate its intended use, as there are several military roles for which such an aircraft could be employed (more on this aspect in the section below). Last, the November MAF ceremony certifies the introduction of the L410 into its fleet.

The fourth L410 had departed Kunovice Airport on 17 October 2025 and, despite apparent attempts to conceal its route, was tracked arriving in Yangon on 21

October 2025. In a similar manner, the fifth and last documented Let L410 departed Kunovice Airport on 21 February 2026, and Myanmar Witness investigators again tracked the flight to Yangon, where it landed on 25 February 2026.

2 THE LEGAL ASPECT

The EU Common Position's [Military List](#) – which regulates all arms exports from EU Member States – includes “aircraft” under category ML10, and specifically, “manned ‘aircraft’” under ML10.a. Furthermore, it specifies the cumulative conditions under which the Let L410s transferred to Myanmar would not be considered military aircraft:

Note 1 ML10.a. does not apply to “aircraft” and “lighter-than-air vehicles” or variants of those “aircraft”, specially designed for military use and which are all of the following:

- a. Not a combat “aircraft”;*
- b. Not configured for military use and not fitted with equipment or attachments specially designed or modified for military use; and*
- c. Certified for civil use by civil aviation authorities of one or more EU Member States or Wassenaar Arrangement Participating States.*

Additionally, “Not configured for military use and not fitted with equipment or attachment specially designed or modified for military use” in point B is further clarified as follows:

Note 4 For the purposes of ML10.a. and ML10.j., military use includes: combat, military reconnaissance, assault, military training, logistics support, and transporting and airdropping troops or military equipment.

“Military use” can, in fact, include military reconnaissance, military training, transporting and airdropping troops or military equipment. These are tasks that Let L410s could be carrying out, including in the MAF service, as they have been traced working with and labelled by flight trackers as MAF Harbin Y-12, a similar Chinese-manufactured turboprop which covers this exact role. The requirement in point C regarding its temporal scope is also unclear, as all Let L410s delivered to Myanmar, including all other Let L410s delivered to military users, were previously listed in the Czech Civil Aviation Authority Registry, but are no longer.

Moreover, Myanmar is subject to a stringent [embargo on dual-use goods](#):

- Article 1.1 prohibits the “*sale, supply, transfer or export of arms and related materiel of all types, including weapons and ammunition, military vehicles and equipment, paramilitary equipment and spare parts for the aforementioned, as well as equipment which might be used for internal*”

repression, to Myanmar/Burma by nationals of Member States or from the territories of Member States [...].

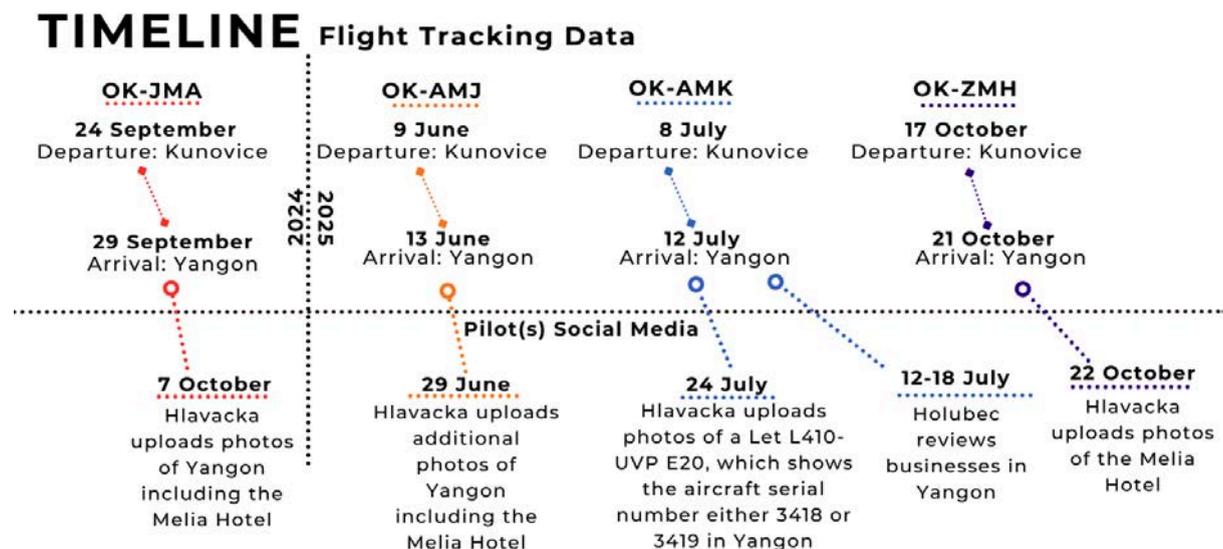
- Article 1.2 (a) prohibits the sale or transfer of “military vehicles and equipment, paramilitary equipment, and spare parts for the aforementioned, as well as equipment which might be used for internal repression, directly or indirectly to any natural or legal person, entity or body in, or for use in Myanmar/Burma”.

However, the term “equipment” does not specify whether it is of military use. It also covers equipment “which might be used for internal repression”, meaning that even a mere possibility of such use is relevant. Moreover, under the rules, transfers “directly or indirectly to any natural or legal person, entity or body in, or for use in Myanmar/Burma” are restricted.

Consequently, the final ownership would be secondary; the primary concern is the equipment’s potential use. It is Article 1 (a) that more specifically refers to a prohibition to transfer dual-use goods “listed in Annex [I to Council Regulation \(EC\) No 428/2009](#)”, which outlines:

“Civil aircraft” (1 7 9) means those “aircraft” listed by designation in published airworthiness certification lists by the civil aviation authorities to fly commercial civil internal and external routes or for legitimate civil, private or business use.

Myanmar Witness has been unable to retrieve any information on XY-AMV (originally OK-JMA), one of the Let L410s it has assessed as likely registered in Myanmar, either on the Department of Civil Aviation (DCA) website, or on MAI’s official site or social media pages. In fact, the DCA appears to have no information regarding any Let L410 in Myanmar, which, as will be shown later, has also been cancelled from the Czech civil aviation registry, thus ceasing to be a civilian aircraft.



3 SOCIAL MEDIA INTELLIGENCE (SOCMINT)

Social media analysis has revealed that Czech citizen Josef Hlavacka appears to be one of the pilots who flew each of the Let L410-UVP E20 Turbolet into Myanmar.

His Instagram account contains photographs whose posting dates are consistent with the Turbolet aircraft flights into Myanmar. In one case, images capturing a Let L410-UVP E20 Turbolet on a tarmac at dawn, published on 24 July 2025, were geolocated to Yangon International Airport (figure 2). No tail number is visible; however, the serial number is partially readable, and it could be 3418 or 3419.

As reported previously, OK-AMK (serial number 3419) was tracked entering Myanmar, and OK-AMJ (3418) was observed approaching the Yangon area at the end of their journeys from Kunovice Airport, Czechia, on 12 July and 13 June 2025, respectively. Notably, one of the photographs on Hlavacka's Instagram account shows the aircraft serial number, with the last figures hard to discern, which could be either 3418 or 3419 (figure 3), hence matching OK-AMJ or OK-AMK.

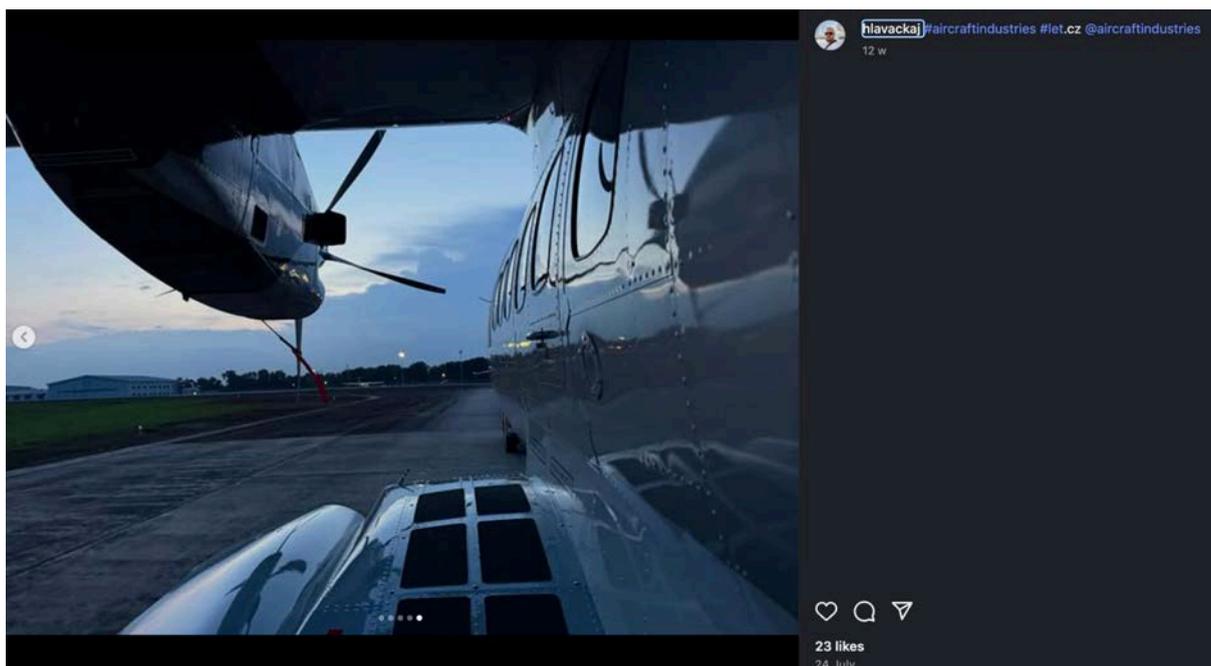


Figure 2: Photograph from Hlavacka's Instagram album published on 24 July 2025, geolocated to Yangon International Airport.



Figure 3: The serial number is visible in a photograph from Hlavacka's Instagram album published on 24 July 2025 and geolocated to Yangon International Airport.

A [YouTube video](#) posted on 26 July 2025 – but chronolocated to 12 July 2025 – from Yangon Airport depicts OK-AMK on the tarmac (figure 4: tail number appears to be applied with a sticker), likely filmed on the day of its arrival. This strongly suggests that the photograph taken by Hlavacka at dawn was of OK-AMK, with serial number 3419. Myanmar Witness investigators believe Josef Hlavacka and David Holubec (introduced later in this report) are two of the four Caucasian individuals visible on the video (figure 5).



Figure 4: The serial number visible in screenshots from a YouTube video published on 26 July 2025 and geolocated to Yangon International Airport.

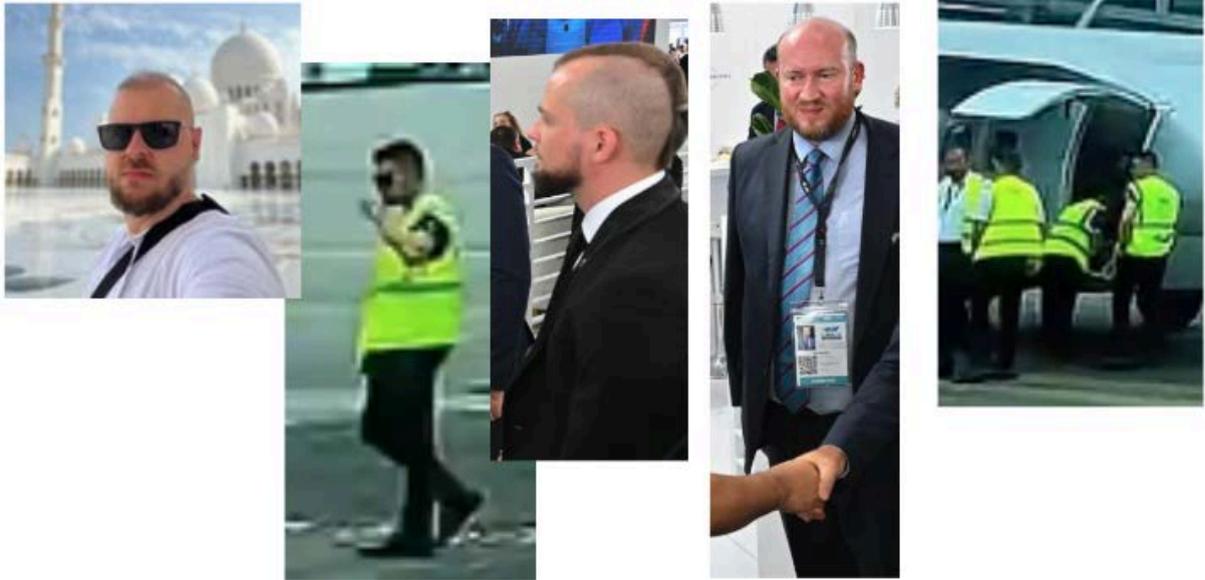


Figure 5: Composite of photographs of Hlavacka and Holubec against screenshots from a YouTube video, published on 26 July 2025, geolocated to Yangon International Airport.

At least four other posts (albums) were published on Hlavacka's Instagram between 29 and 30 June 2025. During the same month, the OK-AMJ was en route to Myanmar (flight tracking data show the aircraft departed Kunovice Airport on 9 June 2025).

Josef Hlavacka, as indicated by his LinkedIn profile, is a veteran Director of Production Quality for Aircraft Industries (figure 6).

Josef Hlavačka · 3rd
 Aircraft Industries, a.s.
 Zlín, Czechia · [Contact info](#)
 259 connections

[Message](#) [+ Follow](#) [More](#)

Activity
 261 followers

Josef hasn't posted yet
 Recent posts Josef shares will be displayed here.

[Show all activity →](#)

Experience

Aircraft Industries, a.s.
 14 yrs 4 mos

- **Ředitel pro KV / Director of Production Quality**
 Sep 2016 - Present · 9 yrs 2 mos
- **Letová způsobilost a CAMO**
 Jul 2011 - Aug 2016 · 5 yrs 2 mos
 TDC coordinator, Certification of new aircraft parts, airworthiness,

Figure 6: Screenshot of Hlavacka's LinkedIn account.

The previously mentioned Czech citizen, David Holubec, left a Google Review on the MAI office's page in Yangon "three months ago" (figure 7). In Yangon, Holubec also reviewed the Fook Mun Lau Seafoods Restaurant and the Melia Hotel (figures 8 and 9). These three entities were all reviewed "three months ago". These pages were consulted on 22 October 2025, and the reviews on those businesses were left between 12 and 18 July 2025.

David Holubec
Local Guide Level 5

1,344 points >

500 1,500

Reviews Photos

Fook Mun Lau Seafoods Restaurant
Mya Kyune Thar Amusement Park, Kabaraye Pa...

★★★★★ 3 months ago

My favorite restaurant in Yangon. Amazing kitchen. I recommend the king schrimp.

Food: 5

Service: 5

Atmosphere: 5



Myanmar Airways International (MAI)
Myanmar (Burma), No.88, International Busines...

★★★★★ 3 months ago

David Holubec
Local Guide Level 5

1,344 points >

500 1,500

Reviews Photos

Meliá Yangon
192 Kabar Aye Pagoda Rd, Yangon 11201, Myanm...

★★★★★ 3 months ago

Rooms: 4

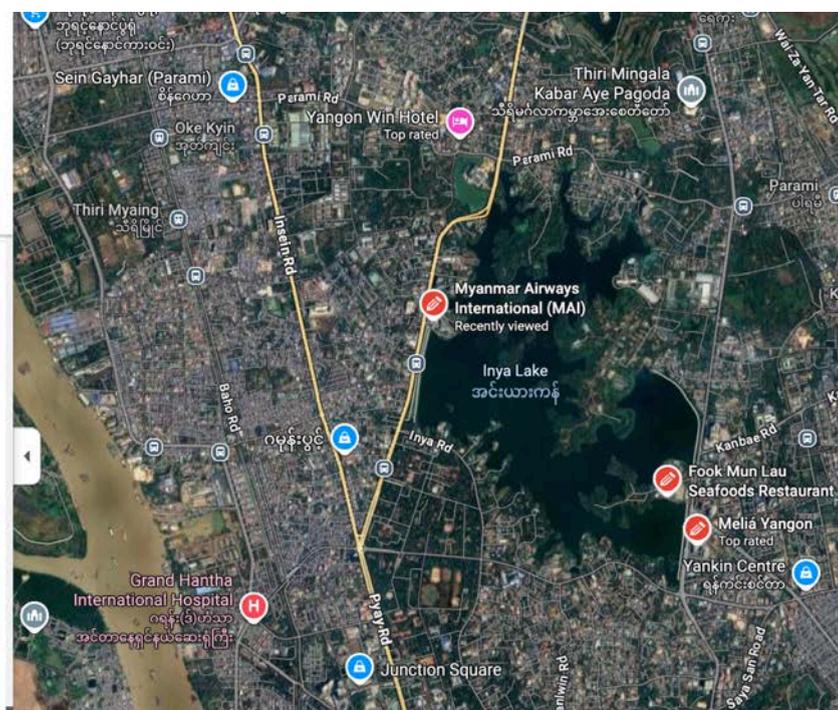
Service: 5

Location: 5

Like Share

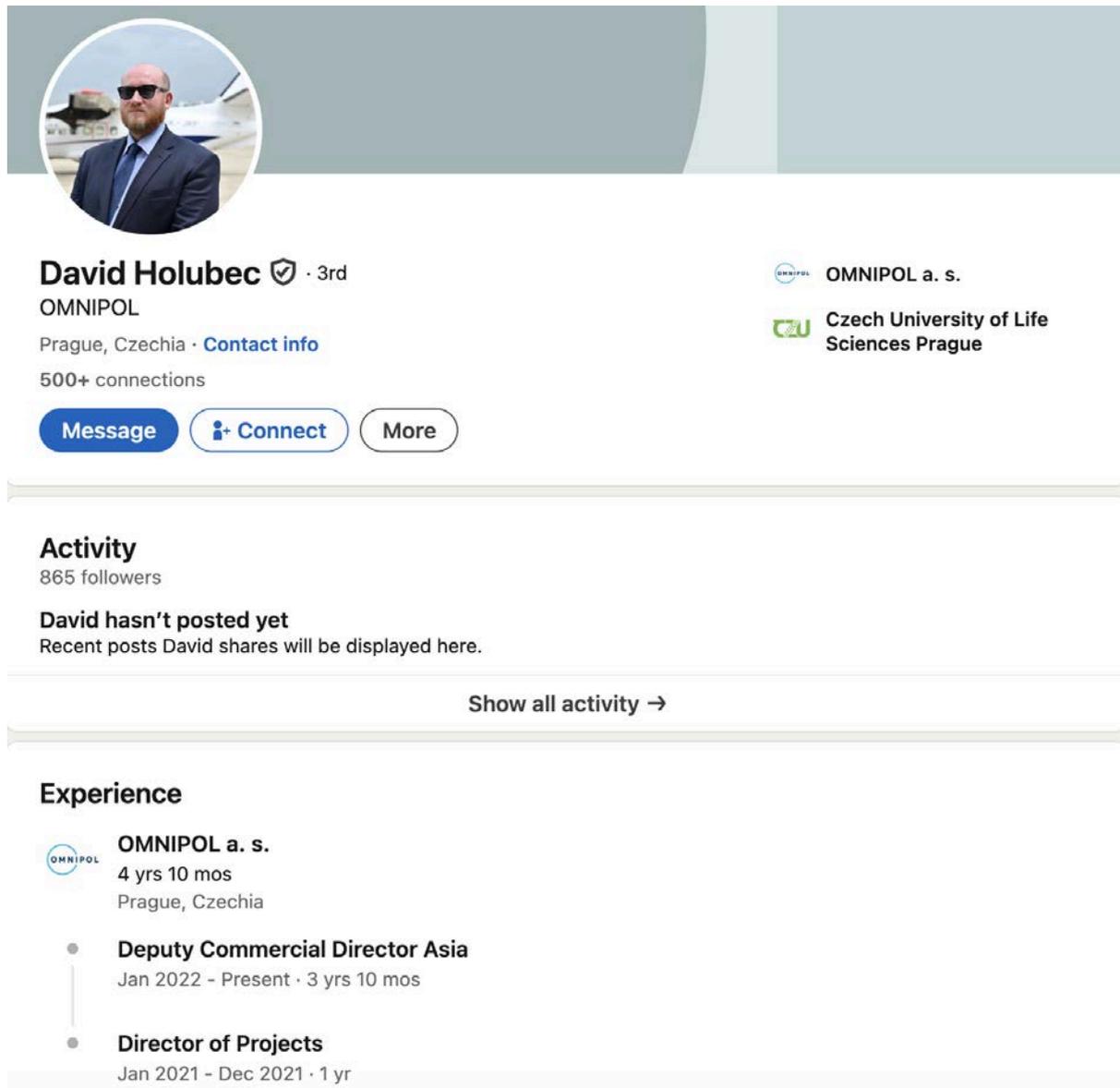
Response from the owner 3 months ago
Dear Mr. Holubec,

Thank you very much for your 5-star rating! We're delighted to know you had a ... [More](#)



Figures 7, 8 and 9: Screenshots of Holubec's Google Reviews, written between 12 and 18 July 2025, on businesses in Yangon.

David Holubec is the Deputy Commercial Director (Asia) for Omnipol (figure 10), the parent company of Aircraft Industries. In 2022, Omnipol [reportedly](#) acquired Aircraft Industries from a Russian mining entity.



David Holubec ✓ · 3rd
OMNIPOL
Prague, Czechia · [Contact info](#)
500+ connections
[Message](#) [Connect](#) [More](#)

Activity
865 followers
David hasn't posted yet
Recent posts David shares will be displayed here.
[Show all activity](#) →

Experience

- OMNIPOL a. s.**
4 yrs 10 mos
Prague, Czechia
- Deputy Commercial Director Asia**
Jan 2022 - Present · 3 yrs 10 mos
- Director of Projects**
Jan 2021 - Dec 2021 · 1 yr

Figure 10: Screenshot of Holubec's LinkedIn account.

Hlavacka also spent time at the Melia Yangon hotel in Yangon. Two of his Instagram posts, both published on 29 June 2025, consist almost entirely of photographs of the hotel, geo-tagged to that location (figure 11). This was not his first time, as pictures taken at the Melia Yangon can also be found on his account dated 7 October 2024. This coincides with OK-JMA being tracked approaching Yangon area on 29 September 2024.

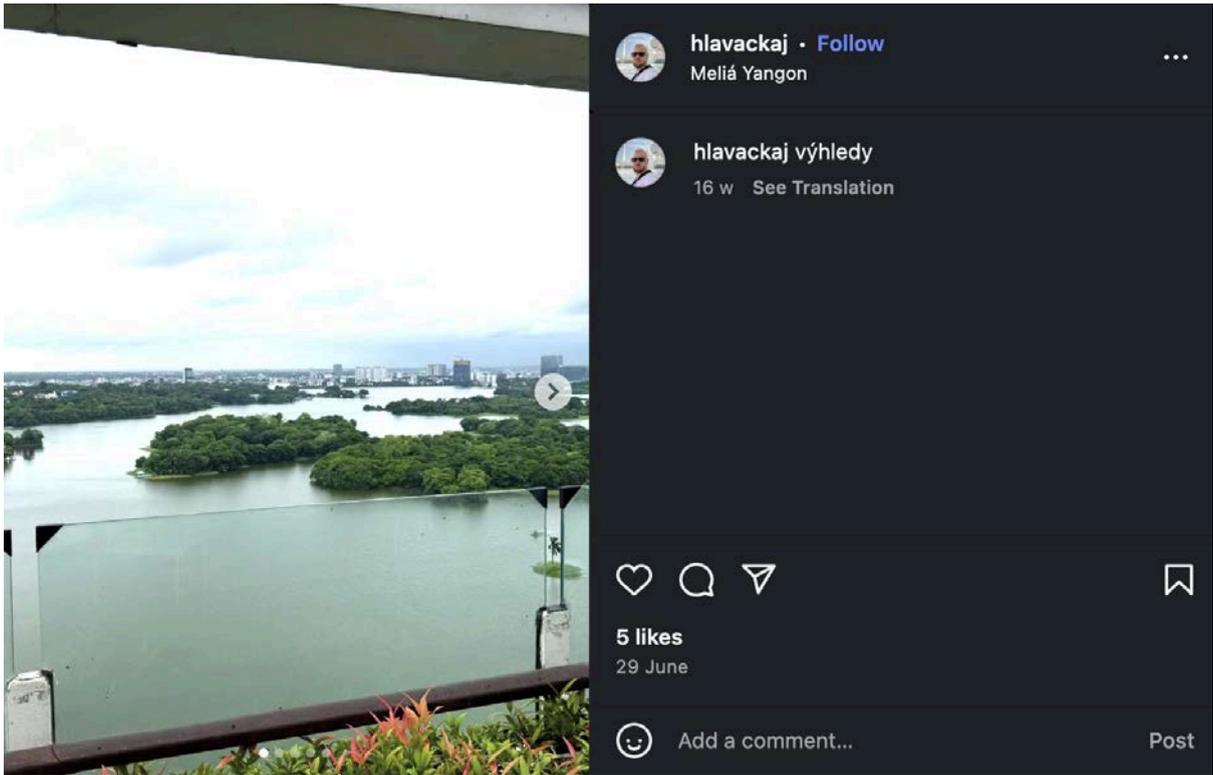


Figure 11: A photograph from Hlavacka's Instagram album published on 29 June 2025 and geo-tagged and geolocated to the Yangon Melia hotel.

Another man with Caucasian features is visible in a photograph taken in Yangon on Hlavacka's Instagram profile on 30 June 2025. This man may be Holubec (figure 12). Therefore, this would place Holubec in Yangon before his uploaded Google reviews, suggesting his visit may have been related to the arrival of OK-AMJ in Yangon.



Figure 12: A composition of photographs from Hlavacka's Instagram album published on 30 June 2025, geo-tagged and geolocated to the Shwedagon Pagoda in Yangon, including a close-up of the same photograph and a comparison with the profile picture from Holubec's LinkedIn account.

4 CZECH CIVIL AVIATION REGISTRY RECORDS

Registry entries for the three aircraft were reviewed in the Czech civil aviation authority database, including insertion and deletion dates. Information concerning the transfer of the three Let L410 aircraft is recorded in the Registry of the Czech Civil Aviation Authority, which Myanmar Witness investigators have consulted:

- [OK-JMA](#) (3413) was inserted in the registry on 8 December 2023 and deleted on 3 October 2024;
- [OK-AMK](#) (3419) was inserted in the registry on 5 June 2025 and deleted on 17 July 2025;
- [OK-AMJ](#) (3418) was inserted in the registry on 25 February 2025 and deleted on 19 June 2025.

All three aircraft were removed from the Czech civilian aircraft registry approximately eight to ten days after arriving in Yangon. The registry also specifies they were manufactured in silver livery (“Stříbrná”).

5 NEW ARRIVALS

On 17 October 2025, an Omnipol-owned Let L410– with registration OK-ZMH and serial number 3420 – departed from Kunovice Airport, and was visible on FlightRadar24 heading through the Arab Gulf before heading to South-East Asia (figure 13). Myanmar Witness investigators monitored the flight in real time, to verify if it was yet another – the fourth – aircraft of the same model being delivered to Myanmar. However, after departing Ahmedabad, India, and before seemingly landing at Bhubaneswar on 19 October 2025, OK-ZMH's signal disappeared from the tracking website, reappearing only later, leaving Bhubaneswar and approaching Yangon as an unidentified L410. This happened while on another flight tracking website, FlightAware, and the banner below (figure 14) indicated that the aircraft's owner or operator had specifically requested the aircraft not be tracked. On a third website, AirNav, OK-ZMH's details also appeared blocked from view after it departed Bhubaneswar (figure 15).

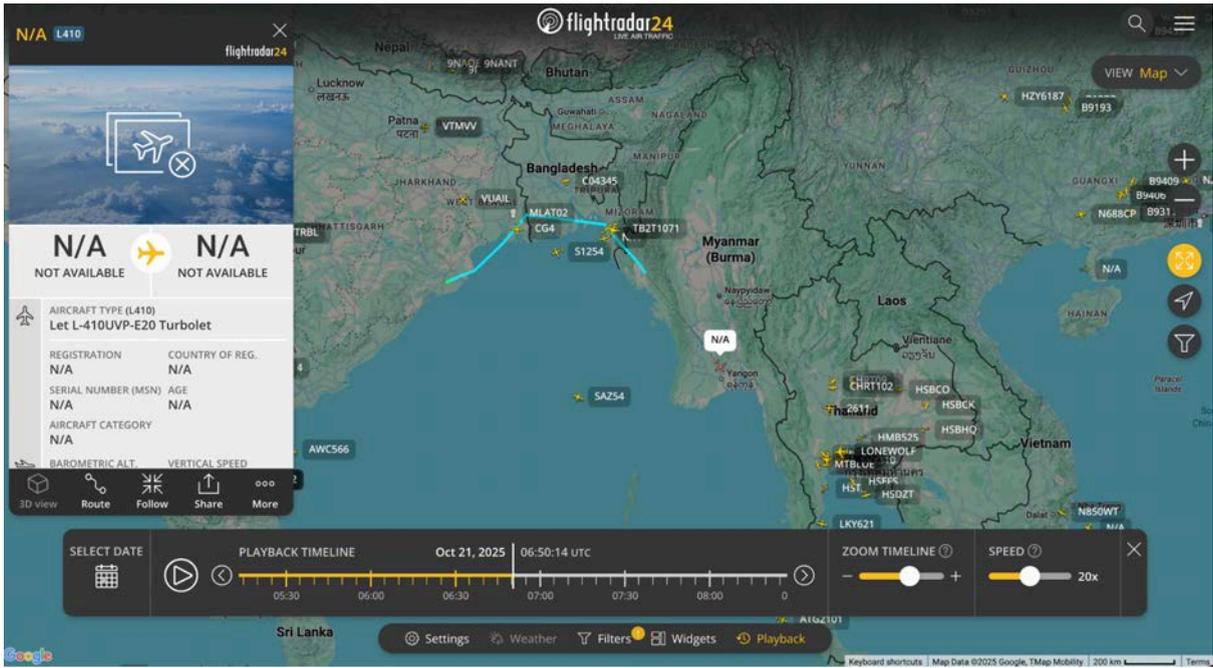


Figure 13: Screenshot of FlightRadar24 on 21 October 2025 showing an unidentified Let L410 approaching Yangon from the Bhubaneswar area.



Figure 14: A banner appeared on FlightAware on 17 October 2025 following the disappearance of OK-ZMH from the live flights screen.

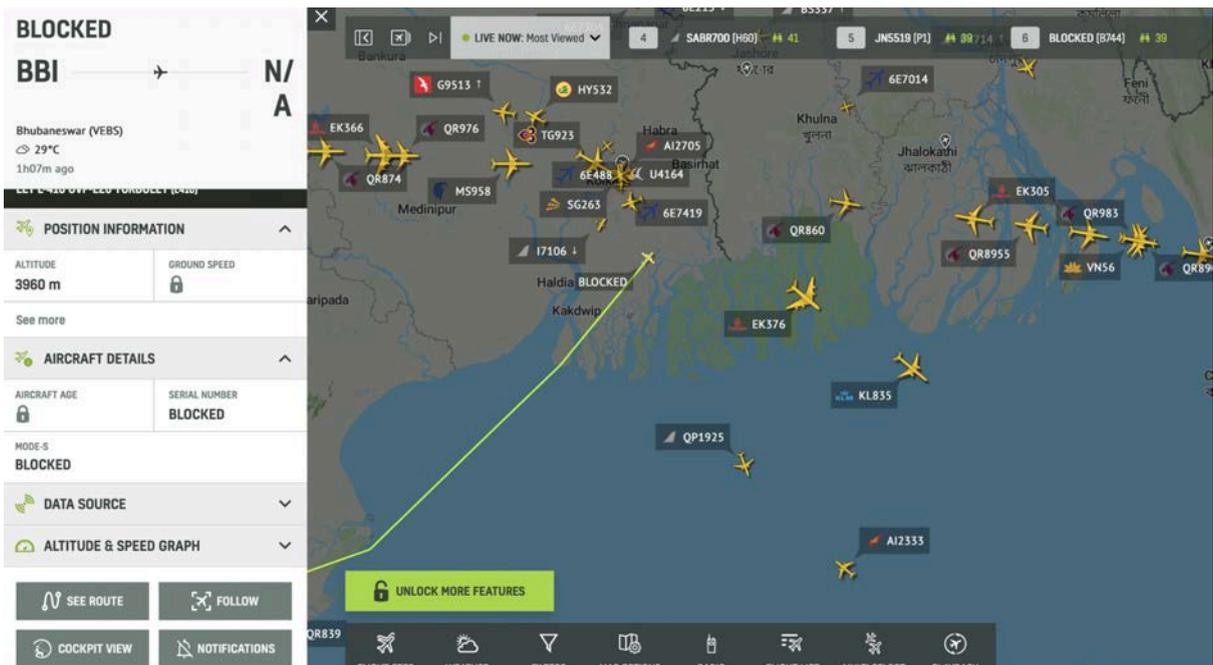


Figure 15: OK-ZMH showing blocked details on AirNav on 17 October 2025 following departure from Bhubaneswar.

However, Myanmar Witness investigators were also tracking this flight using another portal, ADS-B Exchange, which showed OK-ZMH still in flight and eventually approaching Yangon on 21 October 2025 at around 07:00 UTC (figure 16).

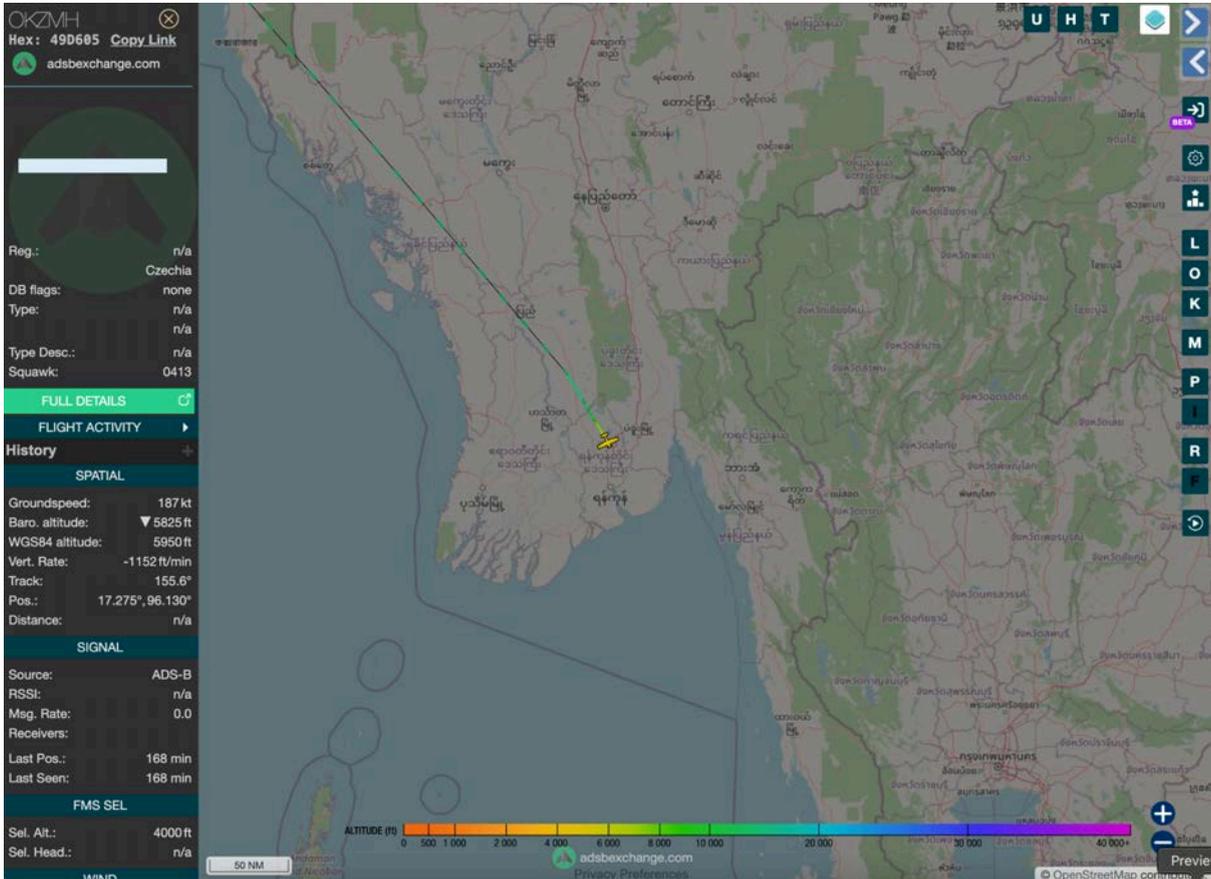


Figure 16: Screenshot of ADS-B Exchange showing OK-ZMH reaching Yangon on 21 October 2025.

As it consistently happened on all its previous transfers, Josef Hlavacka uploaded a photograph on his Instagram profile showing his breakfast at the Melia hotel in Yangon on 22 October 2025 (figure 15).

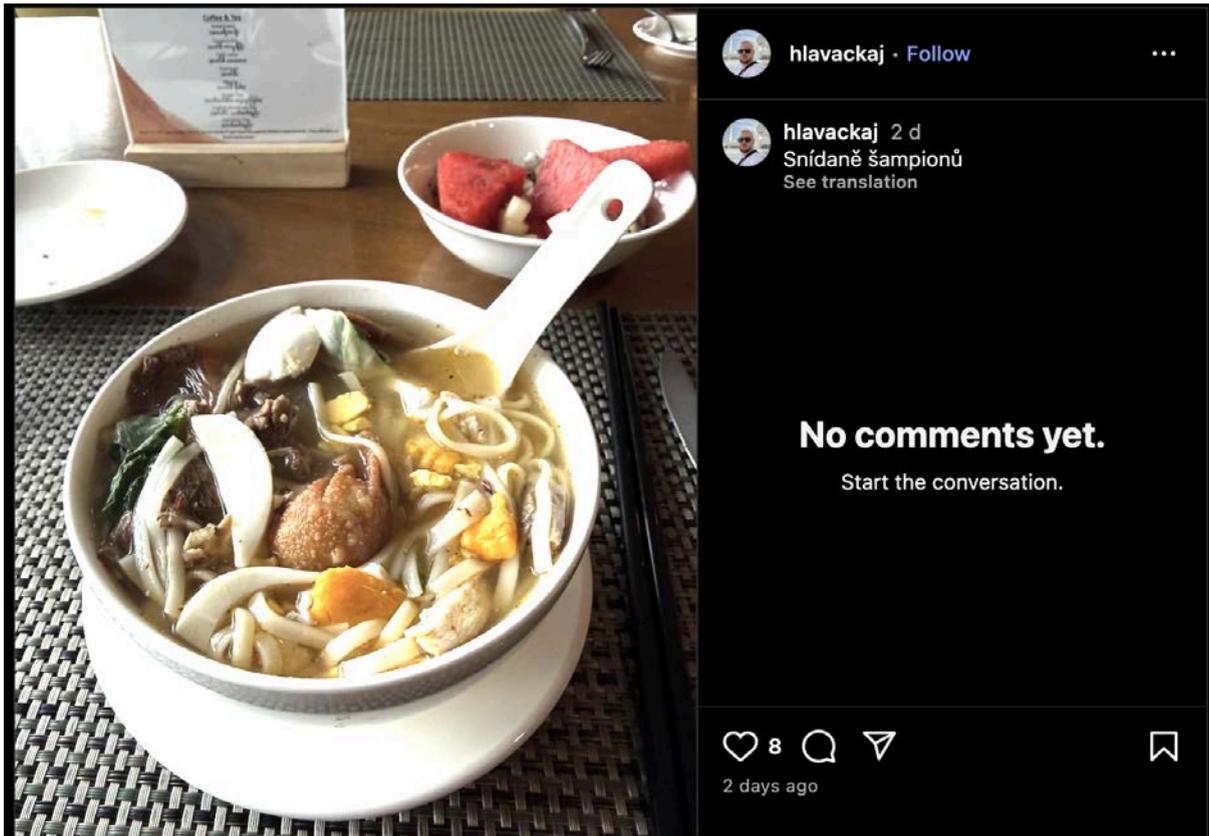


Figure 17: Photograph from Hlavacka's Instagram album published on 22 October 2025, geolocated to the Yangon Melia hotel.

The Czech [Civil Aviation Authority registry](#) contained records of the OK-ZMH (figure 16), but, as of 31 October 2025, the aircraft was removed from the Registry (figure 17), consistent with the timing of other Let L410 aircraft delivered to Myanmar.



ÚŘAD PRO CIVILNÍ LETECTVÍ CZ EN

AIRCRAFT REGISTER - RECORD

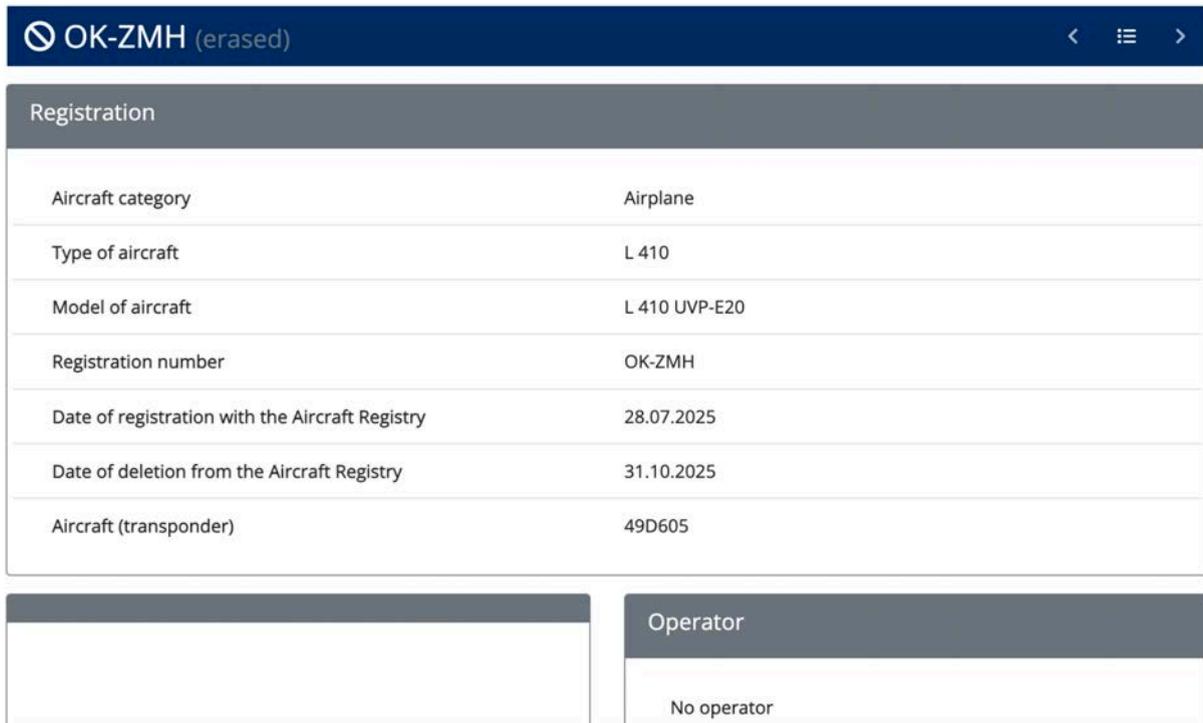
Registration

Aircraft category	Airplane
Type of aircraft	L 410
Model of aircraft	L 410 UVP-E20
Registration number	OK-ZMH
Date of registration with the Aircraft Registry	28.07.2025
Aircraft (transponder)	49D605

Owner: OMNIPOL a.s. Reg. No.: 25063138

Operator: Aircraft Industries, a.s. Reg. No.: 27174841

Figure 18: Screenshot of the Czech Civil Aviation Authority registry relative to Omnipol-owned OK-ZMH, taken on 24 October 2025.



OK-ZMH (erased)

Registration

Aircraft category	Airplane
Type of aircraft	L 410
Model of aircraft	L 410 UVP-E20
Registration number	OK-ZMH
Date of registration with the Aircraft Registry	28.07.2025
Date of deletion from the Aircraft Registry	31.10.2025
Aircraft (transponder)	49D605

Operator: No operator

Figure 19: Screenshot of the Czech Civil Aviation Authority registry relative to OK-ZMH, taken on 31 October 2025.

On 21 February 2026, another Omnipol-owned Let L410 – registration OK-ANH and serial number 3501 – departed from Kunovice Airport. This time, the aircraft’s identification details were obfuscated by Flight Radar 24 for the duration of the flight. Once again, Myanmar Witness investigators followed the flight in real time to confirm it was the fifth aircraft of this model arriving in Myanmar.



Figure 20: Tracking of the Omnipol Let L410 OK-ZMH and OK-ANH in their travel from Kunovice to Myanmar.

ÚŘAD PRO CIVILNÍ LETECTVÍ		CZ EN
AIRCRAFT REGISTER - RECORD		
Aircraft category	Airplane	
Type of aircraft	L 410	
Model of aircraft	L 410 UVP-E20	
Registration number	OK-ANH	
Date of registration with the Aircraft Registry	08.11.2025	
Aircraft (transponder)	49D625	
Owner		
OMNIPOL a.s.	Reg. No.: 25063138	
Operator		
Aircraft Industries, a.s.	Reg. No.: 27174841	

Figure 21: Screenshot of the Czech Civil Aviation Authority registry relative to Omnipol-owned OK-ANH, taken on 24 February 2026.

OK-ANH - Unknown Owner (Czech Republic)

Cet avion (OK-ANH) ne peut pas être suivi par le public à la demande de son propriétaire/exploitant.

[C'est mon avion ! Comment puis-je suivre mon avion sur FlightAware ?](#)

FlightAware peut fournir au propriétaire/à l'exploitant de l'avion un accès sécurisé à ses propres données de vol. [Contactez FlightAware pour obtenir de l'aide.](#)

<p>FlightAware fournit des informations précises en temps réel, historiques et prédictives sur les vols à tous les segments de l'industrie aéronautique.</p>	Produits et services AeroAPI Firehose de FlightAware FlightAware Foresight Rapports rapides Rapports personnalisés FlightAware Aviator	Compagnie A propos de Carrières Historique Faites de la publicité avec nous Salle des nouvelles Blog	Communauté Photos INFOS Forum de discussion Hébergez un site ADS-B Support Nous contacter
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Figure 22: Similarly, a banner appeared on FlightAware on 25 February 2026 following the disappearance of OK-ANH from the live flights screen. (Source: FlightAware)

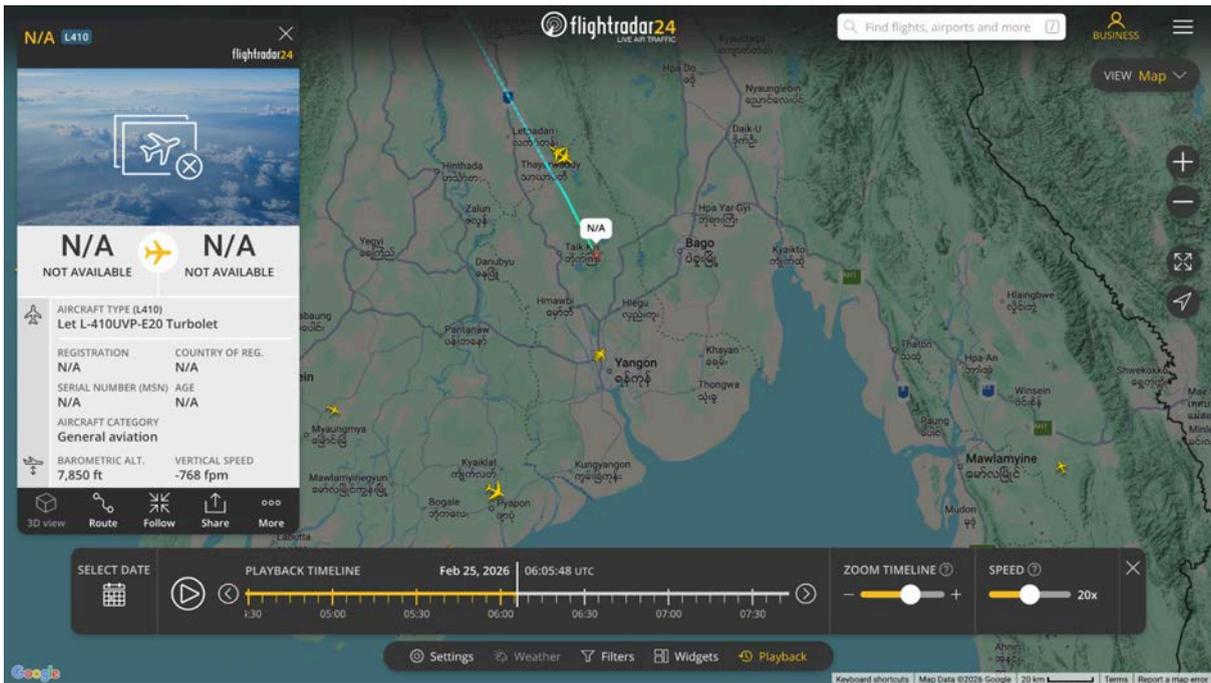


Figure 23: A Let L410 OK-ANH descends into Yangon International Airport on 25 February 2026 (Source: FlightRadar24)

6 SIGHTINGS

On 13 November 2025, [Enemy Air Routes](#) (EAR), a Telegram-based group monitoring and publicly sharing MAF aircraft activity uploaded an [image](#) (figure 24) of a towed Let L410 with same livery as OK-AKM when it was spotted in Yangon in July 2025 (the same “silver” livery described for all Let L410 in Myanmar by the Czech Civil Aviation Authority’s registry). Its tail number is missing, and Myanmar Witness has not independently verified the recording date or tail identity of the aircraft depicted. However, an analysis using Forensically, an OSINT tool designed to detect image manipulation, strongly indicates that the image was altered before being uploaded online, specifically in the fuselage’s section that typically sports this aircraft model’s tail number (figure 25). Myanmar Witness was able to geolocate the image to Yangon International Airport.



Figure 24: A photograph from EAR’s Facebook on 13 November 2025, showing a silver Let L410 lacking a tail number being towed on the tarmac at Yangon International Airport. (Source: [EAR](#) via Facebook)



Figure 25: Image taken from EAR's Facebook profile and uploaded for analysis using Forensically, suggesting the tail number was removed before posting. The photo shows a natural noise pattern across the image except for a blacked-out area, indicating that this section was digitally altered.

In mid-November 2025, an individual affiliated with the Myanmar military shared a video of a Let L410 on his Facebook account (figure 26) showing it dropping what Myanmar Witness believes were supplies. Myanmar Witness is unable to confirm the exact time or location of this recording. However, by analysing additional UGC from the same account, alongside flight data, indicates that the posting time aligns with the flight's date and activity in the area around Wawlay, in Kayin State. Moreover, on that same day, XY-AMV was tracked in the vicinity of this area. This video may represent the earliest publicly identified indication of Let L410 drop-capable use in a military-associated context.



Figure 26: Screenshot from a Facebook video posted on 17 November 2025 depicting a Let L410.

Myanmar Witness also retrieved a TikTok video published on 12 October 2024 depicting an XY-AMV in Yangon International Airport (figure 27). Additionally, another video was geolocated to Yangon International Airport, posted in late October 2024, which shows Let L410 XY-AMV landing (figure 28).



Figure 27: Screenshot from a TikTok video posted on 12 October 2024 depicting Let L410 XY-AMV at Yangon International Airport.



Figure 28: Screenshot from a video posted in late October 2024 depicting Let L410 XY-AMV landing at Yangon International Airport.

These sightings are consistent with tracking data, which showed (in [Part I](#) of this investigation) an XY-AMV operating in the Yangon area in late October 2024. The same report also mentions that an XY-AMV was registered on FlightRadar24 as an MAF-owned aircraft and that it had operated along with other MAF aircraft from MAF airbases.

Finally, Myanmar Witness obtained another TikTok video, posted on 11 December 2025, showing a Let L410 in the military section of the airport (figure 29). By analysing UGC posted on the Facebook account of the same TikTok user - including a boarding pass for this flight - and cross-referencing it with this flight's scheduled route to Magway, Myanmar Witness was able to verify that this video was recorded on 11 December 2025.



Figure 29: Screenshot [Top; the Let L410 is enclosed in red] and close-up [Bottom] from a TikTok video taken on 11 December 2025 depicting a Let L410 on the tarmac at Magway airbase.

7 CONCLUSION

Although the Czech government stated that the Let L410-UVP E20 Turbolet aircraft were delivered to Myanmar for civilian use, evidence collected and analysed by Myanmar Witness disputes this. Supported by open-source data, social media content and visual analysis tools, this investigation indicates these aircraft's

presence within military facilities and commissioning into the country's air force. While, at the same time, attempts were made to reassure their exclusively civilian destination and use and, in the case of the last two flights, to conceal their delivery.

Flight tracking data and social media posts (including TikTok and YouTube) have enabled Myanmar Witness to verify dates, locations and aircraft movements as well as identify an undisclosed aircraft delivered to Myanmar. Additionally, applying image forensic analysis reveals that visual content may have been digitally altered, suggesting an attempt to conceal one of the aircraft's true identification, location or use.

While Myanmar Witness can confirm that the Czech aircraft supplied to Myanmar is used by the MAF, the recurring pattern of military deployment, paired with the manner of delivery, merits further scrutiny under the framework of EU sanctions.