



Aquiline
International

— Medevac Operation • Charter Flights • Passenger transportation — **AN-32** — DGR Cargo Transportation • Difficult places flights • ACMI Lease —



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AN-32

flight performance



- + Maximum Range – 2 000 km
- + Maximum Payload – 8000 kg
- + Maximum Speed – 540
- + MTOW – 28 350 kg
- + Runway Length – 1 300 m
- + Fuel Consumption - 1200 LTR/H

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The AN-32 light military transport multi-purpose aircraft can operate in various climate conditions, including hot climate (up to + 55°C) and mountain airfields (up to 4500 m height).

The main aircraft purpose is to transport cargo over the short and medium range air routes. Besides it can be used for carrying people, parachute delivery of people and cargo platforms on the pallets, and also as an ambulance variant.

The aircraft has a high maneuverability of flights to the mountain airfields with difficult approaches.

AN-32 features

- + Major recognition differences of AN-32 are the engines mounted over the wings, and a large belly fin beneath the tail section. The wings are high-mounted and equally tapered from the engines to the blunt tips.
- + The high placement of the engine nacelles above the wing allows to land safely on the gravel runway



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The AN-32 aircraft is fitted with all required modern cargo handling devices:

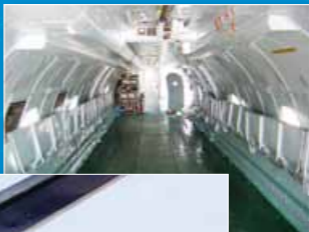
* large cargo door at the rear part of the fuselage with a ramp, which can be shifted under the fuselage or lowered to the ground thus providing fast aircraft unloading and loading from a truck;

* upper cargo handling equipment for loading and unloading of up to 3 t weight of cargo;

* demountable roller equipment that provides handling operations of the packed cargoes on pallets or platforms.

AN-32

c a r g o c o m p a r t m e n t



- + Pressurized Cargo Compartment
VOLUME – 30 m³
- + DIMS – L11m, W2.30m, H1.65m

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The semi-automatic locks of the roller equipment, used to fasten the pallets, reduce significantly the aircraft idle time.

When cargo is placed along the cargo floor the roller equipment is put to the fuselage sides or removed.

The cargo compartment and door dimensions allow to transport large-size cargo, self-propelled wheeled vehicles, and cars. Cargo and vehicles are fastened to the floor detachable tie-down fittings with the and tie-down straps.

The cockpit and cargo compartment are pressurized and equipped with the air



- + Drilling Rigs
- + Pumping Units
- + Compressors



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conditioning system. The separate control of the air temperature of the compartments keeps the required temperature for the cargo transportation, preserving the standard temperature conditions for the crew.

The cargo handling equipment and turbo-generator power plant are available to supply electric power and to start the engines, providing the independent operation of the aircraft from the poorly equipped airfields.

The landing gear with the low-pressure pneumatics and high-mounted engines allow to operate the aircraft from the unpaved airfields and sites.

AN-32 vehicles

+ Unique Cargo door-ramp allows to transport 2 light vehicles (Mitsubishi Pajero size) on board a plane. The hatch is closed with a ramp, which can be rolled forward under the fuselage when the cargo is loaded directly from the truck. On the ground the door can be used as a ramp for loading a car.



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The aircraft flight navigation system and radio communication equipment allow to perform the flights under adverse weather conditions, during the day and night, for the local and international air routes.

The aircraft crew consists of three persons: two pilots and a navigator. An extra seat and the flight engineer workstation can be equipped, if necessary.

On the basis of the AN-32 military transport aircraft by the CIS Interstate Aviation Committee of the Air Register and UKRAVIATRANS in 1995 were designed and certificated:

AN-32

oversized cargo



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* AN-325 aircraft for the commercial airlift;
* AN-32П fire fighting aircraft using 8 t of fire liquid.
The AN-325-100 is a new variant of the AN-325 aircraft developed in the result of the aircraft modernization. The new modification differs from its predecessor by:
* take-off weight increased up to 28.5 tons, and payload increased up to 7.5 tons;
* installation of the modified engine and its overrating mode control system;
* mounting of AV-20Д engines series 5M with increased life to the 1st overhaul, life between overhauls increased up to 4000 hours and assigned service life increased up to 20000 hours.

AN-32

dangerous goods

- + Hazardous Materials
- + Radioactive Materials
- + Explosive Materials
- + Flammable Materials



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On the basis of the AN-32 military-transport aircraft a deeper modification - AN-32B-200 - was created. Besides the advantages of the AN-32B-100 the new aircraft obtains:

* up-to-date cockpit for two-pilot crew with the digital airborne electronic system of the Collins type;

* more airdropping-transport possibilities;

* additional easy-removable tanks with total fuel capacity up to 3000 l mounted at the fuselage external side allow to increase the flight range up to 3200 km;

* improved system of on-condition maintenance.

AN-32

special cargo

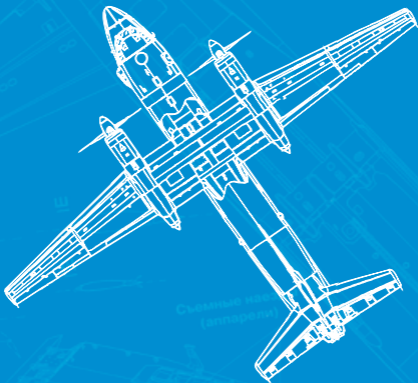


- + Work-over Rigs
- + Tanks
- + Trucks

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At present more than 240 of the AN-32 aircrafts operate in the countries with adverse climate conditions, including CIS, India, Sri-Lanka, Bangladesh, Columbia, Peru, Mexico, Afghanistan, African countries, etc.

AN-32
wing span

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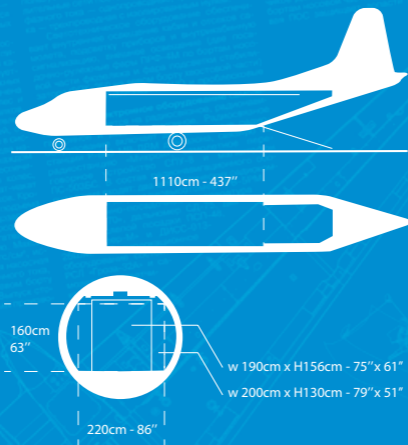


Antonov, Oleg Constantinovitch (1906-1984)

designer, academician, one of the founders of the soviet gliderism. In early years designed gliders OKA-1, -2, -3, Standart-1, -2, City of Lenin. Upon graduation from Leningrad Polytechnic (1930) - chief of glider KB of Osavaichim in Moscow, 1933-38 designer at glider factory in Tushino. Designed more than 30 types of gliders, including UPAR, Us-1, Us-4, BS-3, -4, -5, Rot-Front-1 through -7, IP, RE, M, BA-1. In 1938-40 worked in Yakovlev OKB, 1940-41 at Krasniy Lotchik aircraft factory at the design of

AN-32

dimensions



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light transport aircraft, later supervised its introduction into series at Kaunas aircraft plant. Supervised production of transport glider A-7. In 1943-46 the first deputy of Yakovlev OKB and in 1945 - chief of the Novosibirsk branch of OKB. In 1946 chief designer of freshly established OKB transferred in 1952 to Kiev. In 1967-84 designer general. Under his leadership military transport a/c An-8, -12, -22, -26, -32, -72, -124, multipurpose STOL An-2, -14, -28 and passenger An-10, -24, all metal gliders An-11, -13, -15 and hang-gliders Slavutich were designed.

AN-32





area of operation








- + Iraq
- + Afghanistan
- + Somalia
- + Djibouti
- + Congo

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An-32 Military operators

-  Afghanistan - Air Force from
-  Angola - People's Air and Air Defence Force of Angola
-  Armenia - Armenian Air Force
-  Ukraine - Ukrainian Air Force

-  Bangladesh - Bangladesh Air Force
-  Colombia
-  Croatia - Croatian Air Force - 2 units operational, modernized in 2004.
-  Equatorial Guinea
-  Ethiopia - Ethiopian Air Force

AN-32

difficult places



- + Kabul
- + Kandahar
- + Mazare-Sharif
- + Faizabad
- + Bagram
- + Camp Bastion
- + Tereenkowt
- + Baghdad
- + Erbil
- + Basra
- + Sulaimania
- + Karachi
- + Islamabad
- + Cairo
- + Mogadishu

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An-32 Military operators



India - Indian Air Force - Bought
125 aircraft



Mexico - Mexican Air Force
Mexican Navy



Mongolia



Peru - Peruvian Air Force
Peruvian Army
Peruvian Navy
Peruvian National Police



Sri Lanka - Sri Lanka Air Force
Tanzania

AN-32

worldwide operation

+ from the South Pole



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 **EAST/WEST CARGO**



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Air Cargo (JIAC)

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AEROSPACE

ICS
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CHARTER
SERVICES (F2C)



Aquiline
International

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The International Air Cargo Association



Company's primary activity is aircraft Wet lease of its own fleet to different airlines worldwide and operating AD-HOC Charter flights in Middle East Region.

We operate own fleet of ANTONOV-32, ANTONOV-26 and ILUSHIN-76 aircraft. We also provide other aircraft types for long term ACMI lease, AD-HOC charters or sell.

Knowing the needs of aircraft operators From the inside, we provide a wide range of services. We are ready to fulfill your order for aircraft oils and lubricants, greases, tires and spare-parts and for all types of aircrafts.

We supply a wide range of avionics including installation on board and aircraft systems upgrade.

Huge inventory in our stock in the United Arab Emirates and Republic of Congo as well as developed infrastructure and skilled logistics and shipping personnel enable us to provide you with almost any aviation parts very quickly and deliver them to any part of the world.

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