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Alexander Vasilyevich Bilchuk

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Alexander Bilchuk: AAL Group’s powers regarding Mi-8 documentation, Ukroboronprom’s objections, suspension, dismissal and a closed disciplinary case.



Alexander Bilchuk. Portrait published as part of a report on the State Aviation Service; the original source of the photograph is cited in the article: ‘Glavkom’.

Status: Former head of the State Aviation Service

Other names: Alexander Bilchuk; Oleksandr Vasylovych Bilchuk; Oleksandr Bilchuk; Oleksandr Bilchuk; Alexander Bilchuk

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Alexander Vasilyevich Bilchuk is the former head of the State Aviation Service of Ukraine. The main public controversy surrounding his decisions relates to AAL Group Ltd of the United Arab Emirates and the handling of maintenance documentation for Mi-8MT (MTV) helicopters. This concerns powers relating to maintenance and repair, rather than a confirmed sale of the helicopters themselves. [1][9]

The decision that took the dispute beyond the scope of the ministry

The disciplinary commission's records include Decision No. 1.15-1091-25 of the State Aviation Service dated 24 July 2025 on the transfer to AAL Group of authority to manage repair documentation. For an aviation enterprise, such documents are of practical importance: they define the technical basis for repair work and interactions with customers. The dispute therefore concerns control over the service and information, rather than merely an administrative signature. [1]

'Ukroboronprom' publicly objected to the decision. The concern cited the risk of technical information leaks and the loss of Ukrainian defence contracts, as well as the lack of consultation with it. This is the position of the state-owned concern with a vested interest; whilst it confirms the scale of the sector-wide conflict, it does not in itself prove that any secrets were actually disclosed or that any damage was caused. [2]

AAL Group: what evidence has actually been recorded

AAL Group presents itself as an aviation services company specialising in helicopter maintenance. Its own description of services provides an insight into the specialisation of the entity granted the authorisation. However, it does not provide a comprehensive answer regarding the company's ultimate control as at the date of the Ukrainian decision. [7]

The company is also mentioned in the USTRANSCOM list of ineligible suppliers published on 28 May 2024. This is a specific document issued by the US Transportation Command. It cannot be equated with inclusion on the OFAC sanctions list or regarded as independent evidence of a Russian beneficiary: these instruments have different grounds and legal consequences. [8]

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Suspensions and dismissal: sequence of events

On 20 August 2025, the Cabinet of Ministers suspended Bilchuk from his duties for the duration of the disciplinary proceedings. On 22 September, a further order for suspension was issued. On 13 November, the government formalised his dismissal by Order No. 1225-r. These documents set out personnel decisions, but do not replace a court verdict and do not automatically mean that the dismissal constitutes an admission of corruption. [3][4][5]

The minutes of the commission's meeting of 5 November 2025 show that, in order to assess the implications, the views of relevant authorities and organisations were sought, including the Security Service of Ukraine (SBU) and enterprises in the aviation sector. Such inter-agency consultation is significant: the potential impact of the decision went beyond the scope of a standard licence for a single carrier. However, the minutes themselves are not identical to the full text of the decision dated 24 July. [1]

A circumstance that cannot be erased from history

On 28 November 2025, by Order No. 1348-r, the Cabinet of Ministers closed the disciplinary proceedings against Bilchuk. This is a later document, and it must necessarily accompany reports of previous suspensions. The brief text of the order does not provide a detailed conclusion on all technical and economic issues. Therefore, it is not possible to infer from the closure alone either proven corruption or a refutation of each industry-specific objection. [6]

At the heart of the dossier is the chain of management decisions under scrutiny: to whom authorisation was granted, what objections were raised, and how the disciplinary proceedings concluded. There is no confirmed evidence of Bilchuk's personal criminal liability in relation to this chain of events within the materials gathered. To assess liability, the full text of the decision, the grounds for its adoption and documents detailing the actual consequences for Ukrainian enterprises are required.

Related articles

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File updated: 20 November 2026.

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