NOTIFICATION

On April 26th 2012 occurred a civil aviation accident involving a Kamov Ka 32A helicopter, registered in the Republic of Moldova, registration marking ER-KGD in the Ostrov Commune, Tulcea County, having 5 persons on-board.

The helicopter took-off from Chișinău Airport at 13.00 GMT, 16.00 LT, with the destination Tekirdag Corlu Airport in Turkey, with intermediate landing for refueling at Constanța Airport. For unknown reasons yet, the helicopter attempted an emergency landing on a field in the vicinity of Ostrov Commune. The landing resulted in a crash with complete aircraft destruction and the decease of all people on-board.

The accident is investigated by the Civil Aviation safety Investigation and Analysis Center (Centrul de Investigații și Analiză pentru Siguranța Aviației Civile - CIAS), with the attendance of accredited representatives of the Republic of Moldova (The State of the operator) and of Russia (The manufacturing State and representative of the interested States in the Independent States Community). The investigation is conducted according to the provisions of the Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC, and provisions of Annex 13 to the Convention on International Civil Aviation signed in Chicago on December 7th 1944.

The investigation was delayed by late issuing, due to objective reasons, of the report on decoding the flight data recorder, as well as by the fact that the recovered data did not included sufficient information enabling the identification of the probable causes of the occurrence.

CIAS has undertaken measures for sending the necessary information to competent institutions enabling the insurance companies to grant the compensations to affected parts.

Currently the investigation commission is focusing on the analysis of transmission-gear box assembly components used for driving the main rotors of the aircraft, in order to determine the causes that could have led to the destruction/failure of the gear and its parts. The investigation will be continued and concluded based on the results provided by the laboratory analysis contractor.

CIAS as a national entity appointed and accredited for the civil aviation safety investigation, is undertaking all necessary action enabling the identification, as soon possible, of the possible/determining causes and issuing the safety recommendations to avoid future similar occurrences.