



*Państwowa Komisja
Badania Wypadków Lotniczych*

Warszawa, 16th May 2025

Interim Statement of State Commission on Aircraft Accidents Investigation regarding the investigation of accident no. 2024-0025

Acting in accordance with Art. 16 item 7 of **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** (Dz. U. UE. L.2010.295.25) as well as in accordance with the principles described in Annex 13 to the Convention on International Civil Aviation, the State Commission On Aircraft Accidents Investigation hereby publishes the Interim Statement regarding the accident of Bell 505 helicopter, reg. SP-RMK, that occurred in Duchnów near Mińsk Mazowiecki on 16th May 2024 (no 2024-0025).

The investigation of this accident is conducted by the SCAAI Investigation Team.

On 17th May 2024 the SCAAI sent the Event Notification to the following entities: European Union Aviation Safety Agency (EASA), European Union (EU) and International Civil Aviation Organisation (ICAO), as well as National Transportation Safety Board (NTSB) and Bureau d'Enquetes et d'Analyses pour la securite de l'aviation civile (BEA).

According to the Annex 13, ICAO designated its ACCREP (Accredited representative) and technical advisers from the BEA. During the investigation the SCAAI Investigation Team continuously cooperates with the ACCREP and his advisers.

Activities of the SCAAI Investigation Team

In relation to the accident investigation, a numerous tests and experts evaluations have been conducted, covering:

- technical and operating documentation of the helicopter;
- technical issues of the engine and the airframe;
- crew;
- issues of evacuation from the helicopter after landing;
- issues of rescue and firefighting operation;
- issues of Air Traffic Services activities.

Within the tests and experts evaluations, SCAAI applied to BEA for extraction and analysis of the data logged in the FADEC (Full Authority Digital Engine Control).

Based on the analysis of the materials collected so far and, the Investigation Team concluded the investigation activities and currently writes and edits the Final Report draft.

At the present stage of the investigation and in accordance with Art. 17 item 1 of Regulation (EU) No 996/2010 of the European Parliament and of the Council as well as Chapter 6 subsection 6.8 of the Annex 13 to the Convention on International Civil Aviation, the State Commission on Aircraft Accidents Investigation did not formulate any safety recommendations.

The SCAAI Investigation Team will include detailed information about determination the causes and circumstances of the occurrence, that will be included in the Final Report

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(Signature appears on the original of this document)