



Przedsiębiorstwo EXIN Sp. z o.o.  
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Lublin 26.12.2011

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After getting familiar and analyzing the draft of Final Report related with aviation accident of An-26B aircraft, owned by Przedsiębiorstwo Exin Sp. z o.o., registration SP-FDP, , dated 25.08.2010 at EETN airport, with remarks and conclusions , I would like to inform that:

Regarding point No. 3 CONCLUSIONS:

Point 3.2.2 subsection 3

An-26B aircraft has a R-TCDS EASA IM.A.351 Type Certificate issued by EASA dated at 2009 year, which means approved, in accordance with specification, configuration, location and placement of flight instruments. Any change of flight instruments placement requires the obtaining a new Type Certificate.

Regarding point No. 4 RECOMMENDATIONS:

Point 4. Subsection 4.1.1

At Przedsiębiorstwo Exin Sp. z o.o., crew members training within the scope of CRM, is being conducted in accordance with obligatory regulations of EU OPS 1.943 and EU OPS 1.965 (e). Flight crew compositions are not constant, but are changed. For each group of flights there is a new flight crew composition, in order to avoid routine in conducting flight duties by crew members, which is highly probable in case of constant flight crew composition for a longer period of time. Taking particular character of the conducted flight operations into a consideration, the change of crew members in flight crew is being done by changing single crew member at a time, which make it impossible to conduct additional (not scheduled) CRM training for each flight crew composition for a whole group of flights.

**Bank Account**

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**Commercial Register**

District Court in Lublin, Poland  
National Court Register Number  
KRS 0000028446

Initial capital 105,000.00 PLN  
VAT PL7130207513

Central Statistical Office Number  
REGON 004202456

[www.exin.pl](http://www.exin.pl)

#### Point 4. Subsection 4.1.2

As a preventive actions after aviation accident in Tallin, Przedsiębiorstwo Exin Sp. z o.o. elaborated and introduced a new take-off procedure for An-26B aircraft.

In accordance with AFM of AN-26 aircraft, chapter 4.1.1., subsection 4, during take-off „After lift-off, during climbing, at a height greater than 5m and speed 230km/h, brake the wheels, after ensuring that the signal lamp related with front wheel steering mechanism, signed “włączony od pedałów”(turn on from foot pedals) has turned-off, give a command “SCHOWAĆ PODWOZIE”(GEAR-UP).

In order to avoid retracting gear by flight engineer involuntarily, the new procedure has been introduced: until command “POSITIVE RATE OF CLIMB”, the right hand of flight engineer has to be placed on throttle levers. After the pilot flying command:“KOŁA ZAHAMOWANE, SCHOWAĆ PODWOZIE” (WHEELS HAS BEEN BRAKED, GEAR UP) flight engineer ensures that signal lamps of braking device are turned on, and reports “chowam podwozie”(the gear is being retracted) and moves the switch of gear position by his right hand in order to retract the gear.

During simulator training sessions, and during training flights An-26 Type Rating Instructors pay special attention to conducting flight in accordance with regulations and procedures enclosed in AFM, including An-26 aircraft take-off procedures.

During CRM training session a supposition has been made, that flight engineer had been waiting for command GEAR UP, and as soon as he heard other command he understood it as a signal to retract the gear because of his readiness to do so.

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#### Main Airport Base

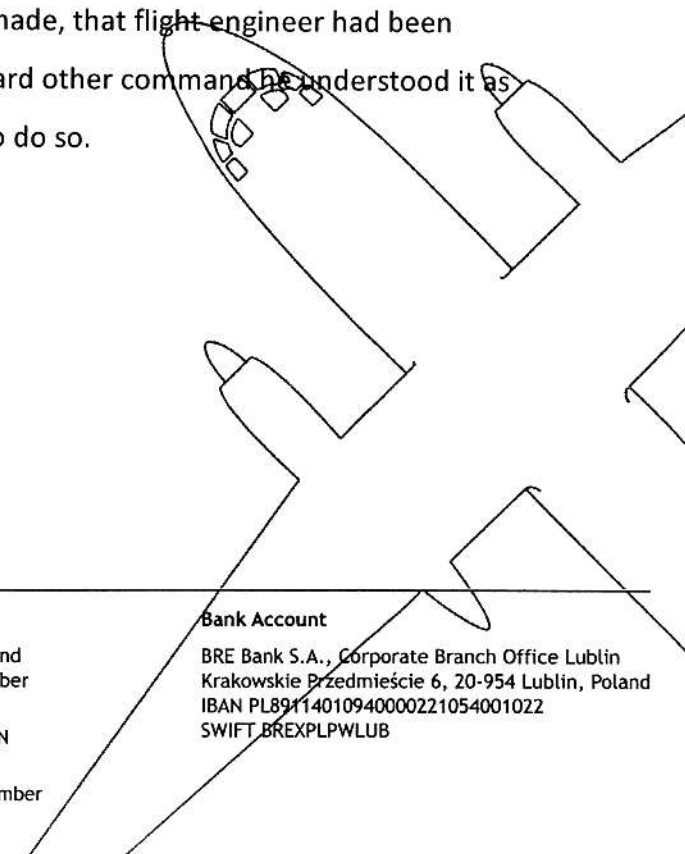
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During analyzing the similar cases by Flight Safety Team, the special attention has been paid to the incident dated on 03.02.2010 in Sakha Republic, where An-24RW was involved. It was presented to the crew members employed in Przedsiębiorstwo Exin Sp. z o.o. with the use of materials from official report issued by MAK ([http://mak.ru/russian/investigations/2010/report\\_ra-47360.pdf](http://mak.ru/russian/investigations/2010/report_ra-47360.pdf)), and information available at <http://avherald.com>.

Przedsiębiorstwo Exin Sp. z o.o.  
Chief Pilot and Crew Training Manager-

CP&CTM.  
  
Jarosław Rozwód

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