

**NOTIFICATION OF AVIATION OCCURRENCE**

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9, Dyakon Ignattii Street, 1000 Sofia, Bulgaria

a) for accidents the abbreviation ACCID, for serious incidents INCID;	ACCIDENT																										
b) manufacturer	EVEKTOR-AEROTECHNIK a.s.																										
model	EV-97 Eurostar																										
nationality	CZECH REPUBLIC																										
registration marks	YR-5813																										
serial number	20011006																										
of the aircraft;																											
c) name of owner,	Private owner																										
operator																											
and hirer																											
if any, of the aircraft																											
d) qualification of the pilot-in-command	LAPL																										
nationality of crew	Romanian																										
nationality of passengers	Romanian																										
e) date and time UTC	August 01, 2025, 11:50																										
local time or UTC	August 01, 2025, 14:50																										
of the accident or serious incident;																											
f) last point of departure and point of intended landing of the aircraft;	Departure: LBLS Intended landing: LRZZ																										
g) position of the aircraft with reference to some easily defined geographical point, and latitude and longitude	43°42'36.50"N 24°31'37.80"E																										
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	<table><tr><th colspan="4">Persons on Board</th></tr><tr><th></th><th>Crew</th><th>Passenger</th><th>Others</th></tr><tr><td>On board</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Fatal</td><td></td><td></td><td></td></tr><tr><td>Serious</td><td></td><td></td><td></td></tr><tr><td>Minor</td><td></td><td></td><td></td></tr></table>			Persons on Board					Crew	Passenger	Others	On board	1	1	1	Fatal				Serious				Minor			
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	Crew	Passenger	Others																								
On board	1	1	1																								
Fatal																											
Serious																											
Minor																											



i) description of the accident or serious incident, and the extent of damage to the aircraft so far as it is known.	На 1 август самолет EV-97 Eurostar, регистрационни знаци YR-5813, изпълнява развлекателен полет от LBSL до LRZZ /Румъния/. В крейсерски хоризонтален полет на 3000 ft, 3 min преди навлизане в румънско въздушно пространство, подхождайки КНТ NAVOD, внезапно сработва сигнализация за повишаване температурата на маслото. Командира на ВС е на радиовръзка с румънските органи за полетно информационно обслужване (ПИО (Букурещ), на която обявява решението си за кацане в Крайова. В следващия момент усеща поява на дим в кабината и двигателят спира. Пилотът се насочва за принудително кацане към окосена пшенична нива, но самолетът не достига до нея и каца върху короните на дървета. Двамата с пътника и кучето напускат ВС без наранявания, а въздухоплавателното средство е със значителни повреди.
j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;	Bulgarian AAIB will not conduct a safety investigation.
k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;	
i) identification of the originating authority and means to contact the investigator-in-charge and the accident investigation authority of the State of Occurrence at any time;	9, Dyakon Ignatii Street 1000 Sofia Bulgaria Air, Maritime and Railway Accident Investigation National Board BG-SIA@ntib.bg
m) presence and description of dangerous goods on board the aircraft.	None
Operation Type (If information is available)	Non-Commercial Operations-Pleasure
Level of damage to aircraft (If information is available)	Substantial
The State of Occurrence shall forward a notification of an accident or serious incident with a minimum of delay and by the most suitable and quickest means available to: a) the State of Registry; b) the State of the Operator; c) the State of Design; d) the State of Manufacture; and e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg.	