

STATEMENT

Subject: Initial report on the crashed Yemenia airplane
70-ADJ, flight IY626 to Moroni

First: Factual information on the crashed plane:

Transport company: Yemen Airways (Yemenia Airlines)

Aircraft: A310-300

Registration #: ADJ-70

Manufacturing date: 1990, operated by Yemenia Airline since September 1999

Accumulated flying hours: 53,587 hrs

Total running time for Engine 1: 211 hours, Engine 2: 3400 hrs, powered by P & W 400 engines. The engines suppositional minimum life cycle is 10,000 hours according to the manufacturing standards.

Second: Flight information

Flight route: Sana'a to Moroni

Fight number: IY626

Number of passengers: 142 passengers, and 11 crew members

Approximate flight duration: 4.45 hours

- The plane took off from Sana'a Airport at 9:56 p.m. (Sana'a local time). There were absolutely no faults or notifications. It has been inspected by the Civil Aviation Authority in accordance with the customary measures and standards.
- After its departure from Sana'a airport heading towards Moroni it went through the airspace of Addis Ababa, Nairobi, Dar-asylum and Madagascar.
- Expected arrival time of the flight was 2:00 a.m. according to the flights arrival schedule.
- According to the available information, the wind speed was approximately between 20 to 30 knots (50 km per hour approx.)
- Furthermore, the air traffic control tower in Sana'a Governorate didn't receive any report from aviation control units of other governorates, where the plane passed through, or receive any message from the pilot reporting any kind of a problem during the flight.
- The authorities from Moroni airport informed that there were no technical problems reported during the flight, according to the controller at Moroni Air Traffic Control

Third: Additional information pertaining to the accident:

- I. Description of the runway of Moroni Airport:
 - a. Length: 2900 meters
 - b. Runway 02 is equipped with an automatic instrument landing system (ILS)
 - c. Runway 20 is equipped with VOR-DME system (VHF Omni-directional Range navigation system, and Distance Measuring Equipment)

- II. The plane went through intensive comprehensive maintenance (C-check) completed at the maintenance center on 2/5/2009 and conducted a flight test after the maintenance in accordance with the regulations and standards. Since then, the plane completed a number of international flights.

- III. The Civil Aviation Authority, represented by the safety sector, undertakes continuous inspection and thorough surveillance on the Yemenia Airlines and all national and foreign airlines that fly to local airports within the Republic of Yemen in accordance with the safety requirements and rules and regulations of local and international organizations.

Furthermore, we would like to indicate that the European Aviation Agency has expressed its satisfaction and appreciation to the Civil Aviation Authority and Yemenia Airlines in its report dated November 2008.

On board the plane there were:

- 142 passengers including 3 infants
- 11 crew members

Passengers' nationalities:

| NATIONALITY | NUMBER |
|-------------|--------|
| French | 65 |
| Comorian | 75 |
| Canadian | 1 |
| Palestinian | 1 |
| TOTAL | 142 |

Nationalities of crew members:

| NATIONALITY | NUMBER |
|-------------|--------|
| Yemeni | 6 |
| Moroccan | 2 |
| Indonesian | 1 |
| Ethiopian | 1 |
| Filipino | 1 |
| TOTAL | 11 |

IV. Information on the crew members:

| Captain | | Co-pilot | |
|---|----------------------|--|-----------------------------------|
| Name | Khaled Mohamed Hajib | Name | Ali Hussein Atif |
| - Date of commercial air transport pilot's license | 11/03/1990 | - Date of commercial air transport pilot's license | 07/04/1994 |
| - Addition of type Dash-7 | 27/11/1990 | - Addition of type Dash-7 | 19/12/1996 |
| - Date of license as airline captain | 15/08/2005 | | |
| - Flying hours | 7950 | Flying hours | 3641 of which 3076 on airbus A310 |
| - Number of flights Sana'a- Moroni as captain, since 2006 till he last flight | 65 flights | | |

Fourth: Undertaken measures:

A high level follow-up committee was formed headed by the Minister of Transport and membership of the Chairman of the Civil Aviation and Metreology Authority, Undersecretary of the Ministry of Transport for the air and land transportation sector, Chairman of Yemenia Airlines, Assistant Undersecretary of the Ministry of Transport for the air transportation sector, Director General of Sana'a International Airport and a number of specialists.

Also, an investigative technical team was formed immediately from the Civil Aviation Authority and Yemenia Airlines and arrangements were made for the team to travel to the crash site on the same day of the accident only a few hours after the crash (morning of Tuesday 30/06/2009) to participate in the rescue and search operation efforts and investigation.

The Deputy General of the Civil Aviation and Meteorology Authority has been designated as the official spokesman for the High Commission of Civil Aviation Accidents (Airbus A310-300 – 1YE 626 crash.)

An information office has been formed at Sana'a International Airport to receive queries and to provide information on the incident around-the-clock to insure that the information is conveyed from genuine resources.

The supreme committee continued its duties at the Operations and Crisis Management Unit at Sana'a International Airport. It is equipped with required means for communication, interconnection and follow- up around-the-clock. Furthermore, telephonic communication was established in the morning of the accident with the Vice President of the Comoro Island, in charge of transportation and tourism affairs, to convey the deepest condolences of the government and people of Yemen to the families of the victims and those who are affected by this calamity. He requested the Vice President to provide support and facilitate the work of the investigative team which will arrive in Moroni to participate in the investigation of the accident.

A contact with the French Secretary of the State for Transportation was established to coordinate and unify the efforts, and to convey the condolences of the government and people of Yemen in the loss of a number of French friends in this regrettable accident, and to reassure and restore confidence on the capability and safety of Yemenia Airways.

A continuous communication with all concerned internal and external parties which includes French rescue and search centers located on the Indian Ocean, center for search and rescue of the Republic of Comoro Islands, Moroni Airport Air Traffic Tower, crisis cell in Paris, Paris airport operations, the office of the Vice-president of the Republic of Comoro Islands, Protocol Department of the Presidency and Foreign Affairs of Comoro Islands and the French ministries of Transport and Foreign Affairs.

Since the first instants, the follow-up high committee started to coordinate the follow-up actions of the search and rescue operations, issue press releases and hold press conferences to immediately announce the confirmed information received from the source.

The committee was vigilant not to announce unconfirmed information about the causes of the crash and was careful not to provide conclusions based on speculations. At the same time we were careful to provide all media outlets with the facts and all available information and details of the path of the flight from Sana'a to Moroni, and the loss of contact with the plane. The wind speed was 61 Km per hour when the accident happened, the sea conditions were rough with strong winds and high seas and tides between 10 to 15 meters high. Communication with the pilot during the flight didn't indicate signs of any problem or defect. On the contrary; the results of our data analysis of the recording of the Control Tower of Sana'a Airport indicates that the flight was very normal until the moments when it approached Moroni Airport and its attempt to turn to the other side of the runway due to windy weather conditions, according to the customary measures. The control tower lost contact with the plane and no distress call of any form was received, which indicates that a sudden emergency matter happened that lead the plane to crash

Continuing bad weather conditions and rough seas were some of the reasons hindering the rescue and search operations, and hopes dwindled for finding other survivors.

A team of divers from the Special Forces along with their equipment has been sent to participate in the rescue and search operations lead by Yemeni-Comorian-French-American collaborative joint efforts. President of the Republic of Comoro Islands visited the team members welcoming and thanking them for coming and requested for them assistance to facilitate their mission.

Also, an additional technical support team has been sent to participate in the investigation.

Until now, only one survivor was found, a French girl of Comorian origin 14 years old. named Bakari Bayah. We haven't received information on other survivors, as hope of finding survivors diminishes as time goes by.

Until now, 20 bodies were recovered in Tanzania and three body parts found in Moroni expected to be of the plane victims. According to the information received from the French; the plane may be lying at 2000 meters deep underwater but the exact location is unknown. Location of the black box has been confirmed within an area of only 100 square meters, as its signal emits for 30 days.

Fifth:

In regard to international safety standards and aircraft inspection measures; Yemeni Airways goes through periodic inspection measures at the national level conducted by the Yemeni Civil Aviation Authority. External inspection is done by a number of

international agencies the same way measures are undertaken for other airline companies. On top of the European safety institutions is the European Aviation Safety Agency, which is considered to be the highest competent authority in Europe in the domain of overseeing and monitoring civil aviation safety and security. Its competencies are practiced over all international air transportation companies and institutions, including European companies and not limited to the Yemeni airways, as understood by some media outlets. The European Aviation Safety Agency monitors and applies the measures and standards as well as technical, legal and operational requirements on companies according to the European rules and regulations of air transportation and international civil aviation.

Worth mentioning, that Yemeni Airways, similar to other international airline companies that fly to European airports, has been inspected, and undergoes regular inspection and monitoring. The Yemeni Civil Aviation Authority applies the same safety inspection standards and measures on international airline companies at the Yemeni airports. In case of detection of any fault on one of the aircrafts, the Yemeni Civil Aviation Authority, a specialized body, reviews the corrective plan for repair of any defect, including the very minor faults.

In response to what has been stated that the crashed plane received notifications two years ago; these notifications were mended at the time and the repair was confirmed by the European Aviation Agency.

Furthermore, in November 2008 the Yemenia Airlines and the Yemeni Civil Aviation Authority met several times with the European Aviation Safety Agency of the European Union, and presented an explicit and comprehensive report on the procedures and measures carried out by the Yemeni Aviation Authority and Yemenia Airline to ensure the safety and security of the planes and passengers. The strict measures taken by the Civil Aviation Authority and the Yemenia airlines were greatly welcomed.

Announcement of a prior judgment on the Yemenia plane crash in Moroni before the emergence of the investigation results, which is still being carried out by a joint Yemeni-French-Comorian task force, is a premature judgement of the situation and the investigation results and an unjust and unprofessional interpretation of the events as it is not possible to establish judgment on the standards of the technical performance of the Yemenia Airlines or any other airline before having the results of the investigation. It is the international procedure that is followed in the event of a plane crash, according to Annex 13 of the International Civil Aviation Organization Agreement pertaining to plane accident investigations (Chicago Convention of 1944), which is considered to be the constitution of international civil aviation.

It is known to the experts that the Yemeni Civil Aviation and Metrology Authority received reports of the SAFA (Safety Assessment of Foreign Aircraft) program which is conducted by European aviation authorities on the Yemenia plane in European airports and the French airports in particular. These reports illustrate the results of the inspection. The following are mentioned as examples but are not the full accounts of the actions:

1. In 2006 an inspection of the Yemenia (crashed) plane was carried out in Frankfurt-Germany and the inspection results were positive as there were no notifications on the plane.
2. In 2007 the crashed plane was inspected in Marseille. There were seven minor faults with no effect on the safety of the plane. The issue has been passed immediately to the Yemenia airline and was required to have a corrective plan and put it into action. The Yemenia repaired the faults, and the undertaken corrective measures were confirmed by inspectors from the Yemeni Civil Aviation Authority
3. No technical notifications were observed in the last inspection of Yemenia planes in the European airports, as well as the results of the inspections carried out, during the last year and what passed from this year, on the Yemenia planes were excellent and no fault worth mentioning were found.
4. The Yemeni Civil Aviation Authority carried out and still conduction various inspection programs in different centers for maintenance, aprons, aircrafts, local and external stations, according to the accreditation inspection programs. In addition to that it conducted unscheduled and additional inspections on Yemenia, Arab and foreign airlines agencies equally according to the accreditation inspection program.
5. There has been continuous and long time communication between the Yemeni Civil Aviation Authority, European Aviation Agency and European civil aviation authorities including the French Civil Aviation Authority. Several meetings were held; the last was in November 2008, between the European Agency and the (Yemeni) Civil Aviation and Meteorology Authority and Yemenia Airlines. During these meetings, the European Aviation agency commended the undertaken positive measures carried out by the Yemeni Civil Aviation and Yemenia. These events are documented.

It is worth mentioning that the Republic of Comoro Islands does not own national airline companies and that the Yemenia Airlines is almost the sole carrier of passengers between Moroni and Europe. Passengers are transported from various locations in Europe to Sana'a International Airport to be transported to Moroni according to the sixth freedom of the regulations of international air transportation.

We have been delegated by H.E. the President of the Republic of Yemen and H.E. the Prime Minister to travel to France on Thursday July 02/2009 to offer our condolences and coordinate the efforts. We arrived Friday at 8:30 a.m. and an immediate meeting was held at 9:30 a.m. with the Advisor of French Minister of Transportation, as the latter was out of country, and with the Chairman of the French Civil Aviation Authority. The meeting was successful as the parties agreed not to speculate and jump to hurried conclusions and allegations. They stressed the importance of coordinating their joint efforts to follow up on the search and rescue.

A meeting was held at the Elysées with Mr. Gyan, Secretary-General of the French Presidency and the French Advisor for Transportation Affairs, and they agreed on the following:

1. The importance of avoiding speculation and jumping to conclusions on the cause of the accident before revealing the results of the investigations.
2. France is not to put pressure on the European Aviation Safety Agency and let it work to achieve its duties with neutrality and professionalism.
3. Coordination of relief and rescue efforts for the passengers and providing support to the families of the victims.
The same was agreed upon with H.E. the Minister of Tourism of Comoro Islands upon his visit at the same period of time..

The delegation traveled the same day to Brussels and held a meeting with the European Aviation Safety Agency (EASA) where lengthy discussions addressed and dealt with the misunderstandings the European side has and provided clarifications. The (EASA) confirmed that their duties are only technical and vocational. The meeting was productive and verified that the Yemenia Airlines was not listed in the blacklist in the latest publication

Summary:

The misunderstanding of the statement of the French Minister of Transport has led to the following speculations and queries:

- a. since there were notifications on the Yemenia Air in 2007; the cause of the crash must be technical,
- b. Yemenia planes that operate between Europe and Yemen are different from The ones that fly between Yemen and Comoro Islands, and
- c. what are the reasons for changing the type of plane from Sana'a and Moroni?

These assumptions are not correct for the following reasons:

- a. The identified notifications in 2007 were not safety issues. Faults have been repaired and the certification documents were given to the European Aviation Safety Agency, the French Civil Aviation and Airbus Company confirming that the repairs have been done and the file was closed at that time.
- b. The original route of the crashed plane was flying to Europe continuously and through the French airspace without restriction which was later affirmed by

- c. Regarding the queries about changing the plane that arrived from Marseille-Paris to Sana'a, one may understand, that the plane that arrived from Paris was supposed to fly to Moroni. This is not true, as Sana'a was the last destination of this plane. Passengers of the crashed plane were in transit from different capital cities such as Dubai, Amman, Cairo and Paris. Some of them arrived hours before the departure time, others arrived in Sana'a one or two days before. The type of plane that is flying to a destination in another country is usually governed by commercial principles and the number of passengers as well as the size of the plane.