



# Air Accident Investigation Unit Ireland

**FACTUAL REPORT**

**ACCIDENT**

**Windtech AMBAR 29 Paraglider  
Maughanablagher Cliffs, Co. Kerry, Ireland**

**19 March 2024**



**An Roinn Iompair**  
Department of Transport

# FINAL REPORT

## Foreword

This safety investigation is exclusively of a technical nature and the Final Report reflects the determination of the AAIU regarding the circumstances of this occurrence and its probable causes.

In accordance with the provisions of Annex 13<sup>1</sup> to the Convention on International Civil Aviation, Regulation (EU) No 996/2010<sup>2</sup> and Statutory Instrument No. 460 of 2009<sup>3</sup>, safety investigations are in no case concerned with apportioning blame or liability. They are independent of, separate from and without prejudice to any judicial or administrative proceedings to apportion blame or liability. The sole objective of this safety investigation and Final Report is the prevention of accidents and incidents.

Accordingly, it is inappropriate that AAIU Reports should be used to assign fault or blame or determine liability, since neither the safety investigation nor the reporting process has been undertaken for that purpose.

Extracts from this Report may be published providing that the source is acknowledged, the material is accurately reproduced and that it is not used in a derogatory or misleading context.

---

<sup>1</sup> **Annex 13:** International Civil Aviation Organization (ICAO), Annex 13, Aircraft Accident and Incident Investigation.

<sup>2</sup> **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.

<sup>3</sup> **Statutory Instrument (SI) No. 460 of 2009:** Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulations 2009.



**AAIU Report No: 2025-010**

**State File No: IRL00924007**

**Report Format: Factual Report**

**Published: 17 November 2025**

In accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No 996/2010 and the provisions of SI No. 460 of 2009, on 20 March 2024 the Chief Inspector of Air Accidents appointed Ray Jordan as the Investigator-in-Charge to carry out an Investigation into this Accident and prepare a Report.

<b>Aircraft Type and Registration:</b>	<b>Windtech AMBAR 29 Paraglider, (registration not required)</b>	
<b>No. and Type of Engines:</b>	<b>Nil</b>	
<b>Paraglider Serial Number:</b>	<b>9083271</b>	
<b>Year of Manufacture:</b>	<b>2000</b>	
<b>Date and Time (UTC)<sup>4</sup>:</b>	<b>19 March 2024 @ 17:58 hrs</b>	
<b>Location:</b>	<b>Maughanablagher Cliffs, Conor Pass, Co. Kerry, Ireland</b>	
<b>Type of Operation:</b>	<b>Private</b>	
<b>Persons on Board:</b>	<b>Crew – 1</b>	<b>Passengers – Nil</b>
<b>Injuries:</b>	<b>Crew – 1 (Serious)</b>	
<b>Nature of Damage:</b>	<b>Minor</b>	
<b>Commander's Licence:</b>	<b>Club Pilot Rating issued by the British Hang Gliding and Paragliding Association (BHPA)</b>	
<b>Commander's Age:</b>	<b>34 years</b>	
<b>Commander's Flying Experience:</b>	<b>60 hours on Paragliders</b>	
<b>Notification Source:</b>	<b>News Media</b>	
<b>Information Source:</b>	<b>The Irish Coast Guard AAIU Report Form submitted by the Paraglider Pilot AAIU Field Investigation</b>	

<sup>4</sup> **UTC:** Co-ordinated Universal Time. All times in this report are quoted in UTC unless otherwise stated; local time was the same as UTC on the date of the occurrence.

## FINAL REPORT

## SYNOPSIS

The Pilot hiked up a hill near the Conor Pass car park in Co. Kerry with the intention of conducting a paraglider flight in a northerly direction to land in the valley below. The Pilot commenced his take-off run but as he approached the precipice of a steep cliff, the Paraglider's canopy moved slightly ahead of him. As he jumped from the cliff edge, the canopy suffered a partial collapse and control of the Paraglider was lost. The Pilot collided with rocky terrain and was seriously injured. The Pilot was rescued from the cliff face by the Dingle Coast Guard Unit, and was subsequently transferred by ambulance to a local hospital.

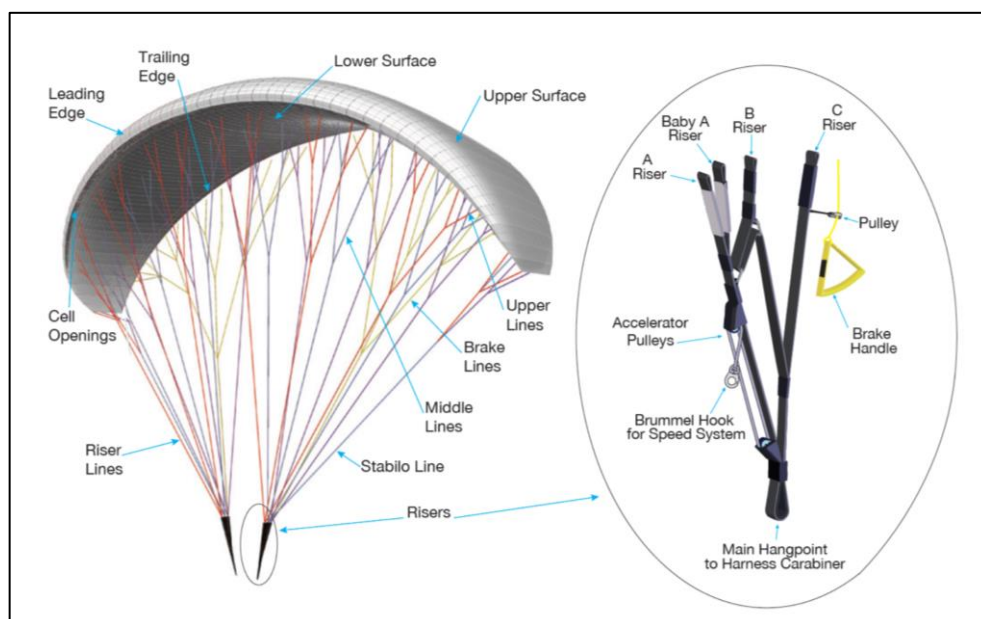
## NOTIFICATION AND RESPONSE

The AAIU first became aware of the accident via news media reports early on the following morning. The Irish Coast Guard (IRCG) provided the Investigation with a Situation Report (SITREP) and following further enquiries, two Inspectors of Air Accidents deployed to the accident site. The Inspectors rendezvoused with members of the Dingle Coast Guard Unit who briefed the AAIU Team on the events of the previous day, and who were also able to retrieve the canopy from the cliff face.

## PREAMBLE

### Paraglider Components

A paraglider consists of a canopy, which, when inflated by the airflow itself, has an aerofoil cross-section in the leading-to-trailing edge direction. An associated harness, which is worn by the pilot, usually contains a seat for use once airborne. An emergency reserve parachute is normally fitted to the harness. Several lines are permanently attached to the canopy (**Figure No. 1**); the lines come together on each side of the canopy and are attached to risers which are secured to the harness by carabiners.



**Figure No. 1:** Typical Paraglider Configuration



The lines attached to the trailing edges of each side of the canopy are connected to handholds, known as 'brakes' which the pilot uses to control the speed and (in addition to weight-shifting) the direction of the paraglider.

## Paraglider Launch Techniques

Paragliders are usually launched using either a forward or a reverse launch technique. In a forward launch, which is normally used in light winds, the pilot runs forward with the canopy behind. The pilot cannot see the canopy until it has inflated and risen overhead, and consequently, limited time is available to check for correct canopy inflation and tangled risers prior to launch. The BHPA in its Pilot Handbook states the following on forward launches:

*'The canopy will slow your run, but you should continue to apply a steady smooth pull from the harness. As the canopy comes above your head stop guiding the risers and apply control as necessary to prevent any overshooting. Continue running, leaning and looking forward at your reference point. Keep your hands up, so no control is applied and you can maximise airspeed, and keep running until the canopy lifts you off the ground, when you can return the controls to the normal flying position. Keep a good lookout at all times'.*

## 1. FACTUAL INFORMATION

### 1.1 History of the Flight

The Pilot and a friend drove from Dingle in Co. Kerry to a car park and viewing point approximately seven kilometres north of Dingle, overlooking the Conor Pass, with the intention of conducting a second flight of the day in the local area. Having removed the Paraglider from his vehicle, the Pilot and friend crossed a road and climbed a hill to the east of the carpark looking for a potential launch site. As he climbed the hill, the Pilot considered continuing on to the summit of Sliabh Mhacha Ré, which is a higher point, but as his Paraglider was not stowed in its back pack due to the earlier flight, it was more awkward to carry, so he stopped at an area close to the Maughanablaghar Cliffs.

The Pilot recalled that there was no discernible wind and, in his opinion, this would permit a launch in any direction. He said that prior to launching, he peered over the precipice to risk assess the area and was of the opinion that once he became airborne the paraglider would 'dive' after take-off. He stated that he prepared and inspected the Paraglider by checking for knots, checking the risers and ensuring no tangled lines. The Pilot stated that he did not expect to become airborne too early but rather to achieve lift *'with the ground falling away from me'*. The Pilot, who was conducting a forward launch, commenced his take-off run over marshy ground and at the same time his friend, who witnessed the accident, recorded the launch on a mobile phone.

The Pilot stated that as he was running across *'rough ground'*, the canopy surged ahead of him due to his slower than usual run up and/or a tailwind component. He further reported that as he approached the cliff edge he felt a lack of tension in his control lines and as he jumped he experienced a *'steep dive'*.

## FINAL REPORT

Video footage provided to the Investigation shows no observable lift during the initial run up and the Pilot and Paraglider disappearing from view following the initial jump. The footage also shows that prior to the jump, the canopy was fully inflated but moved from the overhead position to slightly forward of the Pilot, and that following the jump, the canopy suffered an asymmetric collapse on the right-hand side (**Photo No.1**).



**Photo No. 1:** Asymmetric canopy collapse on the right-hand side (with low cloud obscuring the valley below)

The asymmetric canopy collapse caused a rapid right turn towards the cliff face and although the canopy reinflated, it was too late for the Pilot to regain effective control, and he impacted with terrain. The Pilot, who was not wearing a helmet, said that prior to impact he braced himself and that following the impact he was dragged down the cliff face.

## 1.2 Rescue Operation

Despite sustaining serious injuries, the Pilot was able to use his mobile phone to call the emergency services and request assistance. The time of the call was 18:00 hrs. The SITREP log indicated that at 18:19 hrs, there was a Garda Síochána presence on the scene and at 18:26 hrs, the Dingle Coast Guard Unit (CGU) was tasked with the rescue operation. By 18:55 hrs, the CGU were on scene and described the casualty as being 50 metres above the road and 200 metres east of the car park. The nature of the accident site (**Photo No.2**) required the CGU to anchor ropes above the casualty near to the original launch site and for personnel to abseil down the cliff face to the injured Pilot. Once the casualty was secured, he was lowered down by stretcher to an awaiting ambulance at 20:03 hrs. At 21:18 hrs the CGU had returned to base.



**Photo No. 2:** A view of the accident site

### **1.3 Injuries to Persons**

The Pilot sustained serious injuries that required hospitalisation and a long period of convalescence.

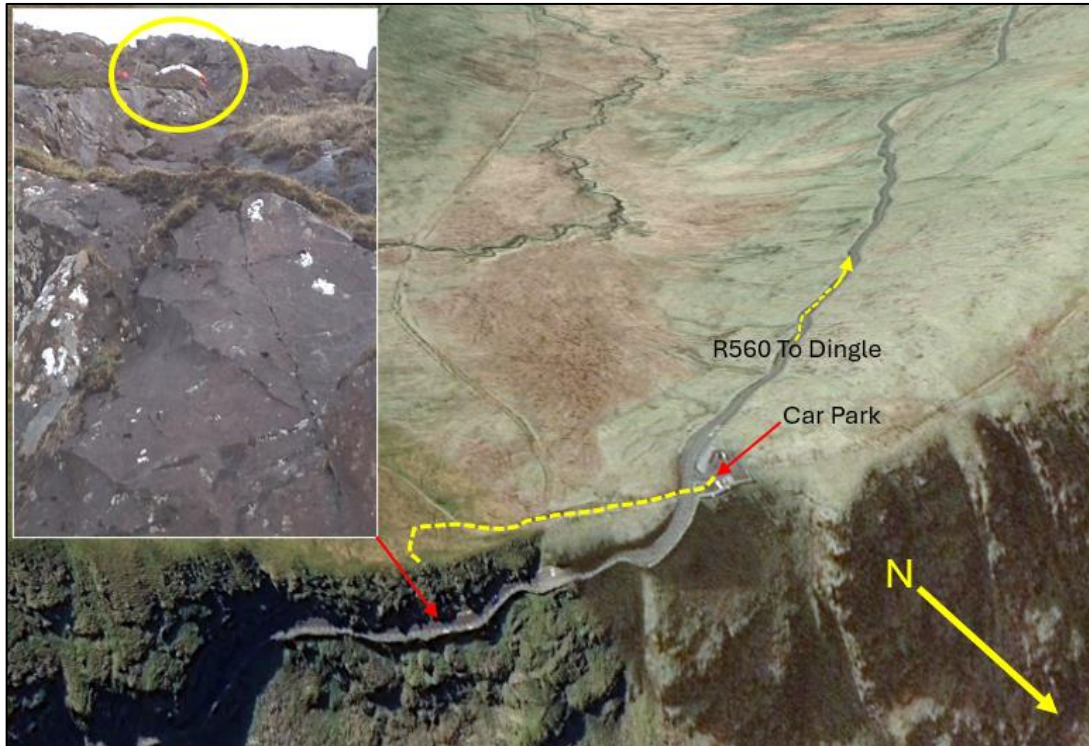
### **1.4 Damage to Paraglider**

When recovered, the canopy was in a generally good condition. However, there was some ripping observed, which was consistent with the canopy coming into contact with the rocky surface of the cliff face.

### **1.5 Accident Location**

The accident occurred at the Maughanablaghar Cliffs to the east of a car park located at the Conor Pass. **Figure No. 2** shows an image taken of the Paraglider from the road below on the day after the accident and prior to retrieval by the Dingle CGU. The dashed yellow line leading from the car park represents the Pilot's hike to the launch site prior to the accident.

## FINAL REPORT



**Figure No. 2:** The accident location and Paraglider (ringed in yellow)

## 1.6 Interviews

### 1.6.1 Interview with the Pilot

The Pilot stated that he started paragliding in 2011 or 2012 and that he acquired the subject Paraglider, without a user manual, approximately five years before the accident via an online marketplace. Until January 2024, most of his flight training was completed on an informal basis and was comprised mostly of tandem flights and ground handling exercises. In January 2024 he travelled to Spain to undertake a formal course of flight training at a BHPA-registered school which was interrupted by poor weather and when it was completed, he received a Club Pilot rating. He stated that weather-related decision making was discussed during this course of flight training.

He said that following his return from Spain, he did very little flying prior to the accident with the exception of some ground handling exercises (inflations and deflations) in a field near his home. On the Saturday prior to the accident, he travelled to Co. Kerry as part of a holiday in the local area and brought with him two paragliders and a helmet. On the day before the accident, he conducted some ground handling exercises at Rossbeigh, Co. Kerry, using another 'wing' but he said that he did not get airborne. Following the ground handling exercises, this paraglider, along with the Pilot's helmet, were packed away and brought home by a family member to another location in Ireland.

The Pilot said that on the day of the accident he conducted one flight prior to the accident flight. He stated that he checked the weather conditions at various locations in the Kerry area, including Rossbeigh, using an app, but he deemed the wind to be unsuitable. He then drove up to the Conor Pass with his friend and stopped at a car park that overlooks the valley below.



Upon retrieving the Paraglider from the boot of his car, he realised that he did not have a helmet but he opted to proceed with a possible flight. He crossed the road and proceeded to hike up a track near to the Maughanablaghar Cliffs. He assessed the wind to be steady and from a southerly direction. He conducted a forward launch in a south-westerly direction and flew for approximately one kilometre. This flight was conducted near a local river over gently sloping ground. Having landed, the Pilot gathered up the Paraglider and walked to the R560 regional road, where he was collected by his friend, and they proceeded to Dingle town. This flight occurred at 14:52 hrs.

Later that afternoon, the Pilot decided to go back to the Conor Pass with his friend for another flight. The Pilot said that he had a desire *'to soar the cliffs'* and have a *'birdseye view of that area'*. The Pilot walked the same approximate track as he had done on the first flight of the day and noted some cloud and fog forming in the area. He stated that he always prefers to take off into wind and upon arrival at the clifftop, he walked in a circular pattern to assess the wind direction. He determined that there was no wind near his proposed launch site but thought that he *'could take the cliff'*.

He stated that, during his take off run, as he approached the precipice, he felt a lack of tension in his lines and following the jump he experienced a steep dive and the canopy collapsed on the right-hand side. He said that he applied the right-hand brake which rapidly reinflated the canopy but ended up in a spin from which he could not recover and subsequently impacted heavily with the cliff face.

Regarding skill level, the Pilot described himself as a *'confident novice'*. He reported that he had not received a site briefing from other pilots with local knowledge prior to the flight but he stated that he had a detailed knowledge of the area and had observed paragliding activities at the Conor Pass on a previous occasion. In his opinion, the cause of the accident was the canopy moving ahead of him during his take off run and that he should have launched in the opposite direction.

## 1.6.2 Interview with the Witness

The Witness stated that she was not familiar with the mechanics of paragliding and recalled that on the morning of the accident that it was raining a bit but the Pilot was keen to go flying. The Witness said that following the first flight of the day, she collected the Pilot at the side of the road and they drove to Dingle town for a meal.

The Witness recalled that following the meal, the plan was to go sightseeing but that the Pilot thought that the weather was looking good and perhaps he could go flying again. The Witness stated that while setting up for the launch, the Pilot was unsure as to the exact direction the wind was coming from. The Witness recorded the accident flight on her mobile phone and said that as the Paraglider disappeared from view she heard a strange noise which she thought was the Pilot's reserve parachute deploying but was still hopeful that the Paraglider kept flying and the Pilot was in a field somewhere below.

## FINAL REPORT

The Witness proceeded back to the carpark, retrieved her car, drove a short distance along the R560 and flagged down another vehicle to ask for assistance in locating the Pilot. Having parked her car, the Witness walked a short distance along the road from where she was able to see the Pilot and shout up to him. The Witness said that the Pilot was complaining of a pain in his hip but was conscious. The Witness stated that she waited at the location until the Pilot was transported to hospital and that this flight was the most adventurous she had observed the Pilot undertaking.

### 1.6.3 Interview with a Local Pilot

The Investigation interviewed a locally based paraglider pilot in order to understand the complexities and nuances of paragliding in the area. This pilot, who had approximately 30 years of experience, travelled to the Conor Pass on the morning of the accident with the intention of flight. He described the weather as being quite murky with low cloud and 'whiteout' conditions which prevented him from launching and he decided to return home without flying.

The locally based pilot described an area to the south-west, the 'Dingle Bowl', as being quite safe but stated that pilots have to be aware of the weather as they could get blown backwards towards the cliffs. He further reported that on the morning of the accident, the wind was approximately 8-10 knots from a south-westerly direction. He also stated that it was raining, which can affect (increase) the stall speed of a paraglider canopy. He stated that he has completed approximately 50 launches at the 'Bowl' (in a south-westerly direction) but that flight in a northerly direction (which was the direction the Pilot launched on the accident flight) carries a greater risk due to the interaction of the wind with the cliffs.

He was of the opinion that the weather did improve somewhat later in the day but there was no wind, 'not a zephyr'<sup>5</sup>. He further reported that he had considered launching from the cliffs on a previous occasion but had decided against it and that his preferred site for launching in a northerly direction was west of the car park due to the possibility of performing a top landing<sup>6</sup>. He recalled on one occasion aborting his take-off in conditions of light winds as it did not feel right and he did not have a sense of being 'pulled up'.

### 1.7 Regulatory Information

The Irish Aviation Authority's Operations Advisory Memorandum (OAM 11, dated 3 October 2017), states that paragliders flown in Ireland as private aircraft (i.e. an aircraft which is neither a public transport aircraft nor an aerial work aircraft), which have a maximum empty mass of 80 kilogrammes or less are exempt from the following requirements:

- Aircraft Registration
- A Certificate of Airworthiness or a Flight Permit
- A Pilot Licence

---

<sup>5</sup> Zephyr: A light wind.

<sup>6</sup> Top landing: A landing conducted to the same location as the point of departure.



The Advisory Memorandum also states that paragliders are not exempt from the rules of the air and concludes with the following statement:

*'Private flying in a hang-glider or paraglider is a form of recreational aviation that enjoys exemptions from some of the normal requirements for operating an aircraft in Ireland. These exemptions reduce the regulatory burden on participants, however, the IAA notes and endorses the Irish Hang Gliding and Paragliding Association's warnings that "hang gliding and paragliding are forms of aviation, with all of the inherent and potential dangers that are involved in aviation. No form of aviation is without risk. Injuries and death can and do occur in hang gliding and paragliding, even to trained and highly experienced pilots using proper equipment" and "no one should participate in hang gliding or paragliding who does not recognise and wish to personally assume the associated risks".'*

*As with many adventure sports, certain life insurance policies may specifically exclude such activities. The IAA strongly encourages participants to ensure that they have adequate and appropriate personal and third-party insurance to cover any potential risks.*

*Additionally, any person who intends to engage in hang-gliding or paragliding in Ireland is strongly advised to contact the Irish Hang Gliding and Paragliding Association and the manufacturer of their equipment for advice about operating limitations, proper maintenance and serviceability, training, and the general rules that must be obeyed.'*

### **1.7.1 The Irish Hang Gliding and Paragliding Association (IHPA)**

The IHPA is a national association for the sports of Hang Gliding, Paragliding, Paramotoring and Powered Hang Gliding in Ireland. It was founded in 1974 as the Irish Hang Gliding Association and later expanded to include the newer sports of paragliding. Whilst membership of the IHPA is not mandatory to fly paragliders in Ireland, the IHPA does offer information on, amongst other things, flying sites, flight safety and personal liability insurance.

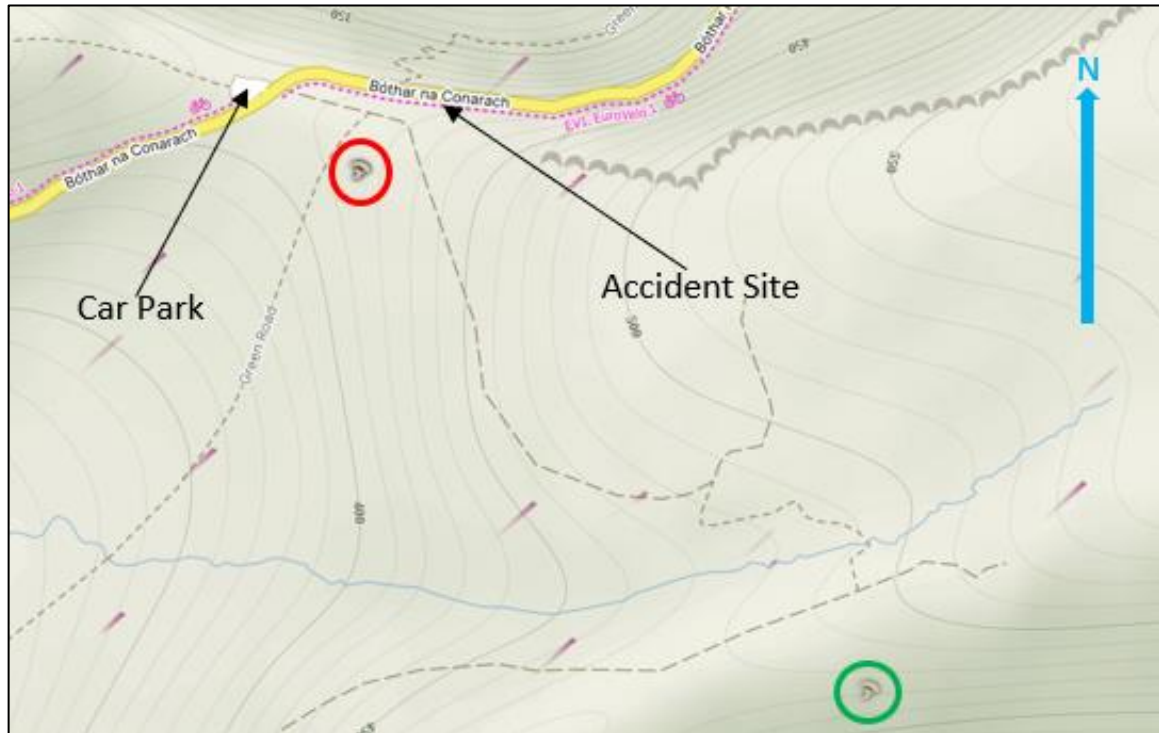
The IHPA classifies low air-time pilots as those with less than 100 hours of logged air-time and states the following regarding inexperienced pilots:

*'Hang gliding and Paragliding are dangerous sports at the best of times, even for experienced pilots. Pilots with limited experience and a low air-time are most prone to being caught out by the wind and weather, and can suffer serious injury as a result. While the inevitable knocks, bumps and scrapes will happen in even the best run training school, it is the low air-time novice and intermediate pilots, just out of training or with a couple of year's flying experience under their belt that are most at risk. With limited experience comes over-confidence and a drive to 'get good' at the sport. This is the 'Icarus Syndrome' and it has landed many an over-confident pilot in hospital...'*

The IHPA Flying Sites Guide, dated July 2015, lists 16 flying sites, ranging in skill level required from novice to advanced. Rossbeigh, where the Pilot had conducted ground handling exercises the day before the accident is described as *'Intermediate to Advanced'*. There is no site guide for the Conor Pass, however, the IHPA website does provide a link to the weather website as used by the Pilot in app format (**Figure No. 3**).

## FINAL REPORT

The link indicates the existence of two flying sites in the Conor Pass area. The site circled in red is described as being at an elevation of 1,328 feet (ft) with suggested launch directions to the north, north-east and north-west. There is a caution that states *'The take off is very steep, beware northwesterly winds at the take off as there may be rotor<sup>7</sup> from Mt. Brandon'*. The site circled in green is described as the *'Dingle Bowl'* with options to launch in a southerly to a westerly direction.



**Figure No. 3:** Flying sites as depicted in the website link (Figure adapted)

The Pilot said that he joined the IHPA in December 2023 or January 2024 with the intention of taking out insurance but did not proceed with the necessary administration.

## 1.8 Personnel Information

The Pilot reported that he had accumulated a total flight time of approximately 60 hours. The Pilot was issued with a Club Pilot (Novice) with a Hill Environment rating on 23 February 2024 by the BHPA.

## 1.9 Paraglider Information

The Windtech AMBAR 29 Paraglider, which was red and white in colour, was manufactured in 2000 in Spain and is described in the Manufacturer's brochure as an intermediate glider for all newly qualified pilots with a maximum *'weight in fly'* of 105 kilogrammes including a pilot. The canopy and lines were attached to a Supair harness with an associated emergency parachute.

<sup>7</sup> **Rotor:** Turbulent air on the leeward side of an obstacle which can be hazardous to paragliders.



The Manufacturer advised that canopies should be checked regularly for fabric resistance and porosity. Furthermore, the Manufacturer advised that as canopies age, the fabric stretches which is difficult to detect and could change its overall shape which could affect its handling characteristics. The Manufacturer informed the Investigation that the accident canopy was quite old and that it should not have been flying.

### 1.10 Meteorological Information

*Met Éireann*, the Irish meteorological service, was asked to provide details of the weather conditions prevailing at the Conor Pass area around the time of the occurrence. Details from the report received are reproduced in **Table No. 1**.

<b>Meteorological Situation:</b>	Ireland lies in a light to moderate variable airflow with a low pressure centred approximately 500 nautical miles to the South-west of Valentia. A warm front approaches the South-west.
<b>Surface Wind:</b> <b>Wind at 2,000 feet (ft):</b> <b>Between Surface and 300 ft:</b>	Variable, 3-6 knots (kt) South-west, 10 kt South to South-west, 5-10 kt
<b>Visibility:</b>	Generally, 10-15 kilometres (km) but 3-5 km in showers
<b>Weather:</b>	Cloudy, with frequent showers
<b>Cloud:</b>	Scattered (3-4/8ths) cloud with bases around 1,500 ft and broken cloud (5-7/8ths) with bases between 2,500 and 3,500 ft Isolated Cumulonimbus (Cb) with bases 1,500-2,000 ft
<b>Surface Temperature/Dew Point:</b>	11/8 degrees Celsius
<b>Mean Sea Level (MSL) Pressure:</b>	1012 hPa
<b>Freezing Level:</b>	5,000 ft

**Table No. 1:** Estimated weather conditions in the Conor Pass area at the time of the occurrence

The Meteorologist, who provided the estimated weather conditions, stated that a weather balloon released earlier in the day had recorded a well-established south-westerly (SW) flow at 2,000 ft. The Meteorologist opined that the SW flow would be the dominant direction as the wind funnelled up the valley south of the location and branched off in different directions because of the varying topography. The Meteorologist further reported that the winds at the Valentia Observatory on the day of the occurrence were 3-4 kt and swung from south-south-west, backed to north and veered the whole way around to the north-west within a one hour time frame.

## FINAL REPORT

## 2. AAIU COMMENT

The subject Paraglider, which the Manufacturer stated was quite old and should not have been flying, was acquired by the Pilot, without a user manual, approximately five years before the accident via an online marketplace. In the years preceding the occurrence, most of the Pilot's flight training was on an informal basis. Although a licence is not required, the Pilot decided to travel to Spain in January 2024 to undertake a course of flight training at a paragliding school. He was subsequently issued with a Club Pilot (Novice) with a Hill Environment rating on 23 February 2024 by the BHPA.

The Pilot, who was holidaying in the Kerry area, completed some ground handling exercises using a different canopy on the day before the accident. This ground handling was conducted at Rossbeigh, a flying site described as being suitable for *'Intermediate to Advanced'* paraglider pilots on the IHPA's Flying Sites Guide. Having completed the ground handling exercises, the canopy, along with the Pilot's helmet, were brought home by a family member.

The following day, which was the day of the accident, the Pilot decided to go flying again using a second canopy, without a helmet. The Pilot, who had not received a verbal site briefing, completed a flight of approximately one kilometre over gently sloping ground in a south-westerly direction. Later that day, the Pilot, who described himself as a *'confident novice'*, returned to the Conor Pass with the intention of conducting another flight. The estimated weather conditions at the time indicated low cloud and light winds with a predominant direction from the south-west. Despite the low cloud, not having a helmet, and uncertainty as to the exact wind direction, the Pilot elected to conduct a forward launch in a northerly direction from the edge of a cliff. This decision may have been influenced by the success of the earlier flight.

Mobile phone footage shows the Pilot running towards the precipice over the marshy ground, and prior to his jump, the canopy moving slightly ahead of him. BHPA guidance notes that during forward launch techniques, the canopy should lift a pilot off the ground. In this case, as the Pilot jumped, the Pilot's trajectory was in a downward vertical motion followed by an asymmetrical wing collapse. This wing collapse was likely due to insufficient lift, lack of tension on the risers and a possible tailwind component. The Pilot was unable to recover control of the Paraglider and impacted heavily with the cliff face, sustaining serious injuries. The Pilot was rescued from the cliff face by the Dingle CGU in a night time operation, and was subsequently transported to hospital.

The Investigation notes that paragliding associations develop guidance on a range of subjects from maintenance, insurance, site briefings and mentorship from experienced instructors. The Investigation considers it good practice for novice pilots to avail of this information. The Investigation also notes the IHPA's comments on low-airtime pilots who are the most at risk from serious accidents which may stem from over-confidence.

- END -

**In accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No. 996/2010, and Statutory Instrument No. 460 of 2009, Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulation, 2009, the sole purpose of this investigation is to prevent aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated investigation report to apportion blame or liability.**

Produced by the Air Accident Investigation Unit

AAIU Reports are available on the Unit website at [www.aaiu.ie](http://www.aaiu.ie)



**An Roinn Iompair**  
Department of Transport

Air Accident Investigation Unit,  
Department of Transport,  
Leeson Lane,  
Dublin 2,  
D02TR60,  
Ireland.

Telephone: +353 1 804 1538 (24x7)  
Email: [info@aaiu.ie](mailto:info@aaiu.ie)  
X (formerly Twitter): [@AAIU\\_Ireland](https://twitter.com/AAIU_Ireland)