الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY

United Arab Emirates

Air Accident Investigation Sector

Accident

- Preliminary Report -

AAIS Case Nº: AIFN/0017/2024

Aeropark A22 Overwater Crash

Operator:	Al Jazirah Aviation Club (JAC)
Make and Model:	A22LS, Aeroprakt
Nationality and Registration:	The United Arab Emirates, A6-RMS
Place of Occurrence:	1 NM from Cove Rotana Beach, Ras al Khaimah
State of Occurrence:	The United Arab Emirates
Date of Occurrence:	26 December 2024

Occurrence Brief

Occurrence Reference:	AIFN/0017/2024
Occurrence Classification:	Accident
Name of the Operator:	Al Jazirah Aviation Club (JAC)
Manufacturer:	Aeroprakt
Aircraft Model:	A22LS
Engines:	Single, Rotax 912ULS2-01
Propeller:	Single, Kievprop
Nationality:	The United Arab Emirates
Registration Marks:	A6-RMS
Manufacturer Serial Number:	433
Year of Manufacture:	2021
Time Since New:	1,856:45 hours
Type of Flight:	Recreational flight
State of Occurrence:	The United Arab Emirates
Place of Occurrence:	Cove Rotana Beach, Ras al Khaimah
Date and Time:	26 December 2024, 1356 LT (0956 UTC)
Total Crewmembers:	One pilot
Total Passengers:	One Passenger
Injuries to Passengers and Crew:	Two fatalities
Other Injuries:	None
Nature of Damage:	Destroyed

Investigation Objective

This Investigation is conducted pursuant to the United Arab Emirates (UAE) *Federal Act No. 20 of 1991*, promulgating the *Civil Aviation Law, Chapter VII- Aircraft Accidents,* Article 48. It is in compliance with the *Air Accident and Incident Investigation Regulation (AAIR),* and in conformity with *Annex 13* to the Convention on International Civil Aviation.

The sole objective of this Investigation is to prevent aircraft accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

The information contained in this Preliminary Report is derived from the data collected during the ongoing investigation of the Accident. Later Interim Statements, if any, or the Final Report may contain altered information in case of the appearance of new evidence during the ongoing investigation.

Investigation Process

The Air Accident Investigation Sector (AAIS) of the United Arab Emirates was notified about the Accident at 15:05 local time of the United Arab Emirates (1105 UTC). The

Occurrence was notified by the Safety Manager of Al Jazirah Aviation Club (JAC), to the AAIS Duty Investigator (DI) hotline number +971506414667.

The occurrence was classified as 'Accident' and the AAIS assigned an Accident Investigation File Number AIFN/0017/2024 for the case.

The AAIS informed the National Bureau for Incidents and Accidents Investigation of Civil Aircraft (NBAAI) in Ukraine, as the State of Manufacture and Design, and the Federal Safety Investigation Authority of Austria, as the State of engine manufacture, about the Accident. However, neither State designated accredited representatives. The AAIS is leading the Investigation and will issue a Final Report.

This Preliminary Report is publicly available at:

https://www.gcaa.gov.ae/en/departments/airaccidentinvestigation/Pages/InvestigationReports.aspx

Notes:

1. Whenever the following words are mentioned in this Report with first Capital letter, they shall mean the following:
   - (Accident) – this investigated accident
   - (Aircraft)– the aircraft that was involved in this accident
   - (Investigation) – the investigation into the circumstances of this accident
   - (Operator) – Al Jazirah Aviation Club (JAC)
   - (Passenger) – the individual who was a passenger on the flight involved in this accident
   - (Pilot) – the individual who operated the aircraft during the flight involved in this accident
   - (Report) – this Preliminary Report.
2. Unless otherwise mentioned, all times in this Report are local times (LT) of the United Arab Emirates (UTC plus 4 hours).
3. Photos and figures used in this Report are taken from different sources and are adjusted from the original for the sole purpose to improve the clarity of the Report. Modifications to images used in this Report are limited to cropping, magnification, file compression, or enhancement of color, brightness, contrast, or addition of text boxes, arrows or lines.

Abbreviations

AAIR	*Air Accident and Incident Investigation Regulation* of the United Arab Emirates
AAIS	The Air Accident Investigation Sector of the United Arab Emirates
AIFN	Accident Investigation File Number
CAVOK	Cloud and Visibility OK
CPL	Commercial pilot license
CSN	Cycles since new
DI	AAIS Duty Investigator
GCAA	The General Civil Aviation Authority of the United Arab Emirates
ICAO	The International Civil Aviation Organization
IIC	Investigator-in-charge
JAC	Al Jazirah Aviation Club (JAC)
LSA	Light-sport aircraft
LT	Local time of the United Arab Emirates
METAR	Meteorological aerodrome report
MSN	Manufacturer serial number
NBAAI	National Bureau for Incidents and Accidents Investigation of Civil Aircraft in Ukraine
OMRJ	Al Jazeirah Airport, Ras al Khaimah
SAR	Search and rescue
STOL	Short takeoff and landing
UAE	United Arab Emirates
UTC	Coordinated universal time
VFR	Visual flight rules

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1. Factual Information

1.1 History of the Flight

On 26 December 2024, an Aeroprakt A22LS Aircraft, registration marks A6-RMS, was scheduled to perform a 20-minute recreational flight departing from and returning to Al Jazeirah Airport (OMRJ), Ras Al Khaimah, the United Arab Emirates. There were a Pilot and one Passenger on-board.

Before departure, the Pilot conducted routine preflight checks and completed a radio check with Jazirah Traffic. The Pilot provided the Passenger with the required safety briefing for the recreational flight.

The Aircraft taxied to runway 28 and departed at 1346 LT (0946 UTC), initially heading toward Marjan Island before proceeding northbound.

At about 1410, Jazirah Ground attempted to contact the Aircraft via radio to confirm its arrival time, but no response was received from the Pilot. After multiple unsuccessful attempts to establish radio contact, Jazirah Ground informed the Operations Manager and Safety Officer about the situation.

At 1426, another aircraft, registration marks A6-JAZ, piloted by the Operations Manager, departed from OMRJ on an introductory flight. A6-JAZ attempted to communicate with A6-RMS on both Jazirah and MBZ North frequencies but received no response.

Subsequently, A6-JAZ was routed northbound for search as it is the route flight path of the A6-ARMS recreational flight. Meanwhile, a second aircraft, A6-FOR, piloted by the Club's Instructor and Safety Officer, was dispatched southbound to assist in the search for A6-RMS.

At 1457 local time, a Club member called the Club's landline to report a crash at Cove Rotana Beach and confirmed that the Aircraft involved was an A6-RMS, identifying it by its green color.

The Accountable Manager, upon confirming the crash with the police, proceeded to Cove Rotana near the crash site. The Operations Manager and Flight Safety Officer also headed to the location.

The Operations Manager and Safety Officer activated the Emergency Response Plan (ERP) and notified the Duty Investigator and relevant agencies about the Accident. Police and search and rescue (SAR) teams were already conducting a search for the wreckage and occupants.

The Passenger's body was discovered deceased at 1535 LT, floating near the coast, while the Pilot's body was recovered at 1640, floating offshore alongside the Aircraft's wreckage.

The wreckage was located, with parts of it recovered. On 27 December 2024 (the following day), a vessel from RAK Port arrived at the site to recover the remaining wreckage. The recovered wreckage is stored at the Club's facility.

1.2 Injuries to Persons

The Pilot and the Passenger sustained fatal injuries. Analysis of the aviation pathology report will be included in the final report.

1.3 Damage to the Aircraft

The Aircraft was destroyed.

1.4 Other Damage

No other damage was reported, as the Accident occurred one nautical mile offshore.

1.5 Personnel Information

The qualifications and experience data of the Pilot are shown in table 1.

Table 1. Pilot data

	Pilot
Age	26
Type of license	LSA
Valid to	12/06/2026
Rating	Fixed Wing/ PAX
Total flying time (hours)	478:20:00
Total command on this type (hours)	265:30:00
Total last 12 months (hours)	281:05:00
Total last 90 days (hours)	167:20:00
Total last 28 days (hours)	52:35:00
Total last 7 days (hours)	18:30:00
Total last 24 hours (hours)	4:20:00
Last recurrent training	13 June 2024
Last proficiency check	13 June 2024
Medical class, validity	LSA, 08 May 2029
Medical limitation	NIL

1.6 Aircraft Information

1.6.1 General data

The Aircraft was an Aeroprakt A22 LS, a light-sport aircraft manufactured by the Ukrainian Aeroprakt.

Aeroprakt A22 LS is a two-seat, high-wing strut-braced monoplane of "classic" aerodynamic layout with a closed cockpit, non-retractable landing gear with a steerable nose wheel, and Rotax-912ULS2-01 engine with a tractor three-blade on-ground adjustable pitch propeller.

Table 2 illustrates the Aircraft data.

Table 2. Aircraft data

Manufacturer	Aeroprakt LTD
Model	Aeroprakt A22 LS
MSN	433
Year of manufacture	2021
Nationality and registration marks	United Arab Emirates, A6-RMS
Name of the Operator	Al Jazirah Aviation Club
Certificate of registration	
Number	UAE-COR-1266
Issuing authority	General Civil Aviation Authority
Issuance date	10 February 2022
Flight Permit	

Reference	JAC/RMS/230124
Issuing authority:	Al Jazirah Aviation Club
Issuance date	23 January 2024
Validity date	22 January 2025
General maintenance records	
Time since new (hours)	1856.45:00
Last major inspection check, type, date and hours/cycles	100/200/500/1000 Inspection, Routine, 6 December 2024, @1784:35:00 Hrs
Time since last major inspection	72:10:00 Hours
Last inspection, type, date and hours/cycles:	Unscheduled Maintenance on 16 December 2024 @ 1820:15:00 Hrs.
Maximum take-off weight (kg)	600 kg
Total fuel capacity (standard tanks)	90L
Top speed at sea level, ISA conditions (with wheels landing gear)	183 km/h
Maximum engine power at 5800 RPM (5 minutes limit)	73.5 kW
Take-off weight (kg) (for the Accident flight)	Around 500 kg
Take-off fuel Capacity (L) (for the Accident flight)	70L

1.6.2 Engine data

Table 3 illustrates the engine data.

Table 3. Engine data	
Manufacturer	Rotax
Model	Rotax-912ULS
Serial number	9142130
Date installed	December 2021
Time since new (hours)	1856.45:00
Time since last inspection (hours)	72:10:00

1.6.3 Propeller data

Table 4 illustrates the propeller data.

Table 4. Propeller data	
Manufacturer	Kievprop
Model	Kievprop Fixed Pitch Propeller
Serial number	2632389
Date installed	2 January 2022
Time since new (hours)	1856.45:00
Time since last inspection (hours)	72:10:00

1.7 Meteorological Information

The Investigation reviewed the weather information provided by Ras Al Khaimah International Airport and cross-checked it with data from the Club's weather station.

Table 5 describes the METAR for OMRK on 26 December 2024, at 0930 UTC (13:30 LT) as shown below.

METAR OMRK 260930Z 20004KT 9999 FEW040 26/11 Q1021 A3016

Table 5. Description of METAR	
Wind	Direction 200 degrees/speed 4 knots
Visibility	10 kilometers or more, no clouds
OAT	26°C
Dew point	10°C
Pressure (Altimeter)	1021 mbar
Remark	NIL

1.8 Aids to Navigation

At the time of the Accident, the ground navigation aids were operational.

1.9 Communications

The communication between the Pilot and the Club's ground operations was clear and normal until the Aircraft went missing.

No emergency call was made, and the ground communication equipment was fully operational.

1.10 Aerodrome Information

Al Jazeirah Airport (OMRJ) is privately owned by the Club. It is located about 25 kilometers southwest of Ras Al Khaimah, the United Arab Emirates, at latitude of 25°39′55″N and longitude of 55°46′27″E, with an elevation of 10 feet above mean sea level (AMSL).

The airport includes two runways: Runway 16/34, measuring 500 meters in length and 8 meters in width, and runway 10/28, measuring 768 meters long and 14 meters wide (figure 1). The facility operates only during daylight hours.

Figure 1. OMRJ runways

1.10.1 Recreational flight circuit

The Club typically conducts flights within the MBZ area for recreational purposes. The timing of these flights varies depending on the recreational package offered by the Club.

The Accident flight was a 20-minute recreational flight, as illustrated in the figure 2 below.

Figure 2. Accident recreational flight circuit

1.11 Flight Recorders

The Aircraft was not equipped with a flight data recorder (FDR) or cockpit voice recorder (CVR), as these recorders were not required for aircraft with a maximum takeoff weight (MTOW) of 600 kg, according to the relevant *Civil Aviation Regulations* of the United Arab Emirates.

The Aircraft was equipped with a flight and engine system display that recorded engine performance and some flight data, which are available for the Investigation, subject to retrieval, will be analyzed and presented in the Final Report.

1.12 Wreckage and Impact Information

The Aircraft was destroyed due to the forces induced by sea impact. The wreckage was located on the seabed at a depth of approximately 5.7 meters, about 1 nautical mile from Cove Rotana Beach in Ras Al Khaimah.

The recovered wreckage was transported to the Club's facilities (figure 3). However, the tail section and the right wing remained on the seabed.

Figure 3. Recovered wreckage

The locations of the wreckage, as well as the bodies of the Pilot and Passenger, are depicted in figure 4.

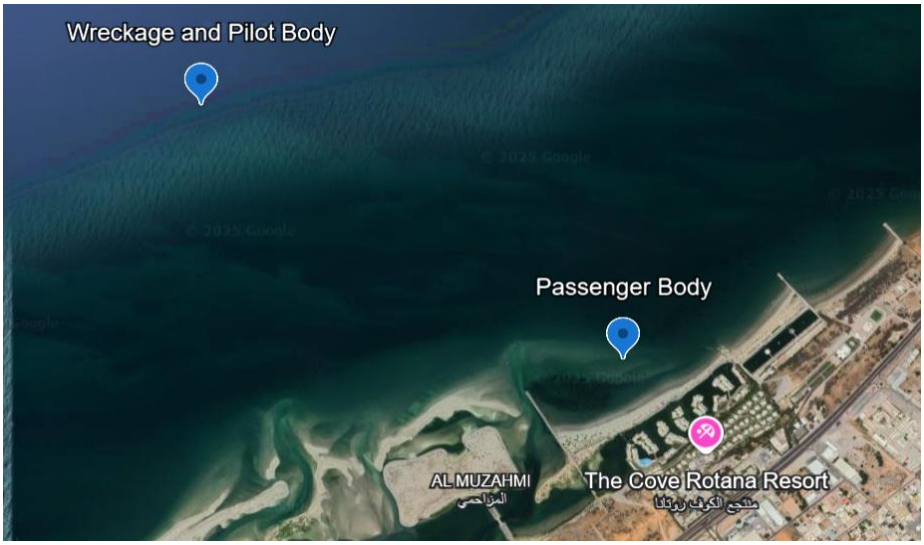

Figure 4. Location of the Wreckage and Bodies

Comprehensive details will be included in the Final Report.

1.13 Medical and Pathological Information

The Aviation Pathology Protocol was activated, and autopsies were performed on the bodies of the Pilot and Passenger. The results of the autopsies, along with the related tests and examinations, will be detailed in the Final Report.

1.14 Fire

There were no signs of fire found on the recovered wreckage.

1.15 Survival Aspects

This section will be detailed in the in the Final Report.

1.16 Tests and Research

This section will be detailed in the in the Final Report.

1.17 Organizational and Management Information

This section will be detailed in the in the Final Report.

1.18 Additional Information

This section will be detailed in the in the Final Report.

1.19 Useful or Effective Investigation Techniques

The new techniques employed during this Investigation will be discussed in the Final Report.

2. Ongoing Investigation Activities

The Investigation is ongoing and will involve a thorough and comprehensive examination of multiple aspects, including but not limited to:

- Aircraft Performance: A comprehensive analysis of the aircraft's behaviour during the Accident flight, focusing on flight data, control inputs, and operational parameters to identify any deviations or anomalies.
- Technical and Engineering Factors: A detailed examination of the Aircraft's technical condition, including maintenance records, repair history, and compliance with airworthiness standards, to assess any potential mechanical or systems' malfunctions.
- GPS Recorder Data: Analysis of GPS data to track the flight path, identify deviations, and correlate positional information with other flight parameters.
- Human Factors: Identifying any physical, physiological, or psychological factors, and evaluating the Pilot's inputs as might be indicated by certain scientific clues from the wreckage or bodies' autopsies, and evaluating the Pilot's training and experience.
- Organisational Analysis: Including the Club's policies and procedures, management practices, standard operating procedures, and adherence to regulatory requirements to evaluate.

All relevant factual information and its associated analysis, conclusions, and safety recommendations will be included in the Final Report.

3. Safety Concerns and Actions

To date, the Investigation has not identified any safety issues requiring immediate corrective action. However, the Investigation will also assess any Prompt Safety Recommendations are necessary before the Final Report is released, and if so, they will be addressed to the appropriate entity.

This Report is issued by:

The Air Accident Investigation Sector
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