الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY

United Arab Emirates

Air Accident Investigation Sector

Accident

- Summary Report -

AAIS Case Nº AIFN/0015/2024

Parachutist Ground Impact in High-Performance Landing

Operator:	Skydive Dubai
Make and Model:	Performance Designs (PD), Valkyrie VK -79
Place of Occurrence:	Margham, Dubai
State of Occurrence:	The United Arab Emirates
Date of Occurrence:	1 December 2024

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 Air Accident Investigation Sector issued this Summary Report in accordance with national and international standards and best practices. Consultation with applicable stakeholders, and consideration of their comments, took place prior to the publication of this Report.

The Summary Report is publicly available at:

http://www.gcaa.gov.ae/en/epublication/pages/investigationReport.aspx

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The United Arab Emirates

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Investigation Process

The occurrence involved a parachutist performing a high-speed parachuting maneuver during landing. While attempting a high-performance landing, the Parachutist lost control of the parachute at a low altitude, leading to a rapid deceleration and a fatal impact.

The Air Accident Investigation Sector (AAIS) Duty Investigator was notified of the occurrence via the Hotline Number +971 50 641 4667.

Following the initial on-site investigation, the occurrence was classified as an 'Accident' due to the fatality of the parachutist. This investigation's scope is limited to the events leading up to the occurrence without in-depth analysis of non-contributing factors.

Notes:

1. Whenever the following words are mentioned in this Report with a first letter **Capitalized**, they shall mean the following:
   - (Accident) – this investigated accident
   - (Club) – Skydive Dubai
   - (Investigation) – the investigation into this accident
   - (Parachute) – the parachute that was used in the accident
   - (Parachutist) – the skydiver who was fatally injured
   - (Report) – this accident investigation Summary Report.
2. Unless otherwise mentioned, all times in the Report are the United Arab Emirates local time (LT = UTC plus 4 hours).
3. The structure of this Summary Report is an adaptation of the Annex 13 Final Report format.

Factual Information

History of the Flight

On 1 December 2024, at 1245 local time of the United Arab Emirates, a DHC-6-400 fixed-wing light-sport aircraft, registration A6-SD4, operated by Skydive Dubai, embarked on a commercial skydiving mission from the Skydive Desert Drop Zone (DDZ) in Margham, Dubai. The aircraft carried 19 parachutists and one pilot.

After takeoff, the aircraft ascended to approximately 13,000 feet, at which point the parachutists prepared for freefall. Among the participants was a Parachutist attempting his fifth jump of the day, intending to execute a high-performance landing manoeuvre. He exited the aircraft at 5,500 feet and deployed his main Parachute.

Footage from the Parachutist's overhead camera recorded his descent. During the landing sequence, the Parachutist performed several high-speed spiral turns in preparation for landing in the designated area east of the (DDZ)[1] (figure 1).

Figure 1. the Parachute

After completing two 360-degree spiral turns, the Parachutist, with the Parachute fully deployed, began descending at high speed. During the third spiral, he entered an uncontrolled freefall, leading to a severe ground impact, at about 1304.

The Operations Manager, who was in the landing area, immediately contacted Dubai Emergency Medical Services (EMS), and the Parachutist was declared deceased upon impact. The ambulance arrived shortly after and confirmed the fatality.

[1] GCAA approved location to operate parachute activities at Skydive Desert drop zone.

Damage to the Parachute

The expert rigger's inspection report[2] identified two types of damage that most likely resulted from the impact.

The first was located at the initial unloaded rib on the right side near the A1 line through the C1 area (figure 2). The second was a minor hole damage on the removable slider.

Figure 2. Rib damage

Personnel Information

The general data of the Parachutist are shown in table 1.

Table 1. Parachutist's data	
Age	38
Weight	70 Kg
Height	165 cm
License Category	D[3]
Valid to	31 December 2024
License issued by	Parachute Association of the United States (USPA).
Rating	Coach, Accelerated Freefall Instructor (AFF-I)[4], Tandem Instructor (TAN-I)[5]
Total Jumps	around 5000

As per his logbook record, the Parachutist has performed around 800 jumps in 2024 across various drop zones, including 239 at DDZ.

Injuries to Persons

The Parachutist forensic examination identified multiple lacerations on the chin, right elbow, right ankle, and left foot, accompanied by extensive abrasions across the body. Hemorrhaging was observed on both sides of the chest, with fractures detected in the rib cage, upper arms, pelvis, thighs, legs, feet, and lumbar vertebrae. Toxicology testing confirmed the absence of narcotics and alcohol in the individual's system.

The Parachutist's death was attributed to severe traumatic injuries to the chest, abdomen, and limbs, leading to significant internal damage.

Parachute Information

General data

Table 2 illustrates the Parachute's equipment details:

Table 2. Parachute's equipment details		
Container	**Rig Checked**	**Validity**
	08 November 2024	7 May 2025
Manufacture	UPT	
Model	Mutant (Serial Number: 83691)	

2 A parachute inspection report is a detailed document prepared by a qualified expert or rigger that evaluates the condition and functionality of a parachute system. It identifies any damage, wear, or potential issues affecting the parachute's performance, ensuring it meets safety and operational standards.

3 The 'D' license is the highest level of skydiving certification, signifying advanced proficiency and extensive experience in parachuting.

4 AFF-I (Accelerated Freefall Instructor): Qualified to instruct and supervise students during accelerated freefall training, demonstrating high expertise and experience in skydiving.

5 TAN-I (Tandem Instructor): Certified to perform tandem skydives with students or first-time jumpers, ensuring their safety and managing all aspects of the tandem jump.

Reserve Canopy	
Manufacture	Performance Designs
Model	Optimum 113 (Serial Number: 031166)
Main Canopy	
Manufacture	Performance Designs
Model	Valkyrie VK -79 (Serial Number: 03037)
Automatic Activation Device (AAD[6]**)**	
Manufacture	CYPRES
Model	C-Mode CYPRES 2
Reserve Static Line (RSL[7]**)**	No

Main Parachute

The main Parachute used was a Valkyrie 79-inch canopy, classified as a high-performance, 7-cell design intended for experienced skydivers. It was equipped with inflatable stabilizers, wingtips, and tail ribs, which contribute to enhanced stability, reduced aerodynamic drag, and improved performance at lower speeds.

The canopy featured a split leading edge, steep line trim, and a low-drag line configuration. It utilizes triple cascade lines and a multi-braking system, providing a high degree of control and precision during deployment and flight. The canopy was made from zero-porosity material and is designed to open effectively at terminal freefall speeds.

In this configuration, the Parachute was fitted with a collapsible drawstring slider and 500-weight Orange Vectran or HMA lines. Optional systems such as the Removable Deployment System (RDS) or 300-weight lines may also be available for use, depending on the setup.

The Valkyrie series of parachutes is produced in various sizes. In this Parachute, the 79-square-foot model was used. The canopy has the following technical specifications:

Figure 3. Round parachute

- Flat Area: 79 sq. ft
- Span: 14.98 ft
- Max Chord: 6.10 ft
- Flat Aspect Ratio (AR): 2.84
- Maximum Deployed Speed: 120 kts
- Maximum Weight: 221 lb (100 kg)

Types of parachutes[8]

Understanding parachute shapes and sizes is a foundational component of safe skydiving. Each canopy type offers unique performance characteristics, and the selection process requires careful consideration of the skydiver's skill level and the conditions in which they typically jump. Below is an overview of common parachute designs, their respective uses, and best practices for "sizing down" responsibly:

Round parachutes

[6] Automatic Activation Device (AAD): A precise microprocessor computer located within the skydiving container. This safety system is responsible for deploying a skydiver's reserve parachute in the event that a jumper is unable to do so. [Source : https://skydivemonroe.com/blog/what-is-a-parachute-aad/].

[7] Reserve Static Line (RSL): The reserve static line has been designed to deploy the reserve as soon as the cutaway procedure has been performed. This allows for the reserve to deploy as soon as possible after a cutaway. This is particularly important during an unplanned low cutaway and the design has saved many lives. Equipment. [Source: https://paraorg.dfv.aero/uploads/manual_reflex_iied3-02.02.pdf].

[8] Parachute Cost, Types, & Weight Limits," Skydive Palm Beach, accessed December 31, 2024, https://skydivepalmbeach.com/blog/parachute-cost-types-weight-limits/#:~:text=Both%20sport%20and%20military%20jumpers,main%20and%20a%20reserve%20parachute.

Historically, round parachutes were standard for military operations and emergency applications. These canopies resemble domes and are engineered to descend almost vertically, prioritizing simplicity and reliability. While they are no longer the primary choice for recreational skydiving due to their limited manoeuvrability and forward drive, round parachutes remain used for military cargo drops and certain emergencies (figure 3).

Ram-air (rectangular) parachutes

The modern rectangular or "square" parachute is the predominant choice in sport skydiving. Despite the name, these canopies often have slightly tapered corners. Rectangular canopies typically feature larger surface areas, which results in lower wing loading (the ratio of skydiver weight to canopy size). This design leads to stable openings and gentler landings, making rectangular canopies particularly suitable for novice and intermediate jumpers seeking predictable flight characteristics (figure 4).

Figure 4. Ram-air (rectangular) parachute

Elliptical and semi-elliptical parachutes

As skydivers gain experience, they may transition to elliptical or semi-elliptical parachutes for increased manoeuvrability and speed. These canopies are shaped with tapered wingtips that reduce drag and allow for faster turns and forward drive. Semi-elliptical canopies offer a middle ground between stable rectangular designs and more aggressive, fully elliptical shapes, making them an appropriate next step for intermediate skydivers. Fully elliptical canopies present faster, more responsive flight dynamics, often favoured by experienced jumpers who aim to refine high-performance landings, also known as swooping (figure 5).

Figure 5. Elliptical parachute

During the Accident, the Parachutist was piloting an elliptical, high-performance Parachute.

Changing the shape of the parachute or downsizing[9]

Changing the shape of the parachute—or "downsizing"—is a deliberate, skill-based progression in skydiving that demands careful consideration and thorough training. When a parachutist changes a canopy's shape (for example, moving from a square to an elliptical design), he alters its flight characteristics, including opening behaviour, forward speed, and flare performance.

Downsizing, in turn, involves moving to a smaller canopy, which descends faster, reacts more quickly to control inputs, and requires heightened piloting skills. Because these shifts can introduce greater risk, skydivers typically undergo supervised instruction, demonstrate consistent canopy control, and accrue sufficient experience before making any changes.

By approaching shape changes and downsizing progressively, parachutists can enhance their skills, refine their precision, and maintain safety in increasingly demanding flight conditions.

Meteorological Information

The Investigation reviewed the weather information provided by the National Centre of Meteorology (NCM) for the nearest station from Margham, and all data area illustrated in table 3.

Table 3. METAR at 1230

Wind	Direction 80 degrees, speed 10.8 knots
Visibility	10 kilometres or more
OAT	26°C

9 Downsizing," SkydiveMag, accessed December 31, 2024, https://www.skydivemag.com/new/downsizing/.

Dew point	22°C
Pressure (Altimeter)	1015 mbar
Condition	No significant change in the weather

The weather condition was suitable for skydiving, consistent with the Club's procedure.

Aerodrome Information

The Club operates two parachute landing areas (PLA) locations in Dubai: Skydive Dubai Palm (PDZ) and Desert (DDZ) Drop zones in Margham. The Accident occurred at DDZ.

DDZ is situated at a latitude of 24°53'14.65"N and a longitude of 55°32'53.03"E, with an elevation of 515 feet above sea level (ASL). It includes a 1,600-meter (1 mile) runway dedicated to skydiving flight operations and a designated boarding area for skydivers (figure 6).

Figure 6. Skydive runway for skydiver flight operations

The PLA of DDZ was divided into four distinct zones: Student landing area; main landing area; high-speed landing area; and swoop pond.

The red arrow in figure 7 indicates the designated landing direction for parachutists, always pointing into the wind (opposite to the wind direction), as specified in the SOP.

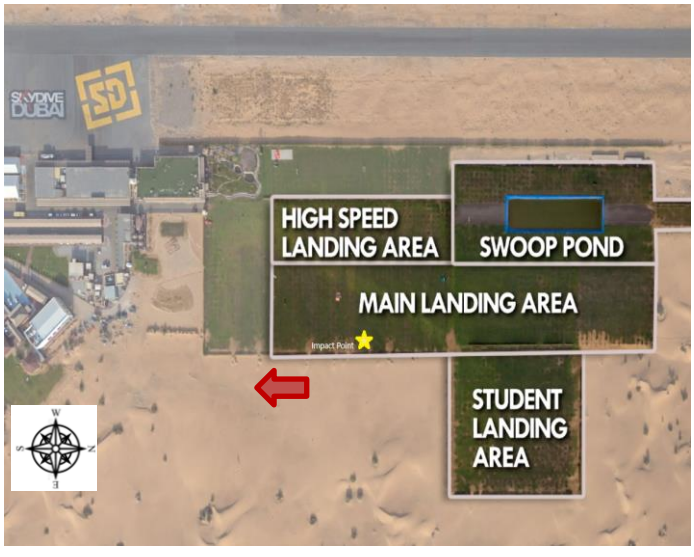

Figure 7. DDZ landing area

The Club designated the high-speed landing area, (figure 7). However, during the loss of control, the Parachutist impacted the ground in the main landing area (indicated by the yellow icon).

Organisational and Management Information

The Club operates under the *Parachute Approved Organization* (*PAO*) approval, issued by the General Civil Aviation Authority (GCAA) of the United Arab Emirates, in accordance with *Civil Aviation Regulations – Light Sport Aircraft (CAR-LSA)*.

Organization Structure

According to the Club's organisation structure, the following job roles are designated for the parachute operations:

- Accountable Manager
- Operations Manager(s) (Palm Drop Zone and Desert Drop Zone)
- Special Project Manager
- Safety & Compliance Manager
- Manifest Manager
- Manifest
- Chief Instructor
- Instructor
- Ground Controller
- Master Rigger
- Senior Rigger

- Packer.

The designations involved during the parachute freefall operations were as follows:

Manifest

The Manifest plays a key role in coordinating skydiving operations by efficiently allocating instructors, students, and licensed parachutists to aircraft loads and scheduling aircraft timings. Reporting to the Manifest Manager, the responsibilities include establishing radio communication with ground control and pilots, confirming operational clearance, and assigning parachutists to loads. Additional duties involve distributing manifest load sheets, making public announcements about aircraft schedules, generating daily manifest reports, and verifying licensed skydivers' compliance with requirements while maintaining relevant documentation.

For the Accident jump, the Manifest scheduled the parachutist's high-performance landing jumps and reviewed all the parachutist's documents to authorize him to perform the jump, which as per the Club *standard operating procedure* (*SOP*).

Ground Controller

Ground Controllers oversee the safe execution of skydiving operations, reporting directly to the Operations Manager. Their responsibilities include pre-operation inspections, managing the activation and closure of Skydive airspace, and monitoring all parachuting activities in real-time. Key duties also involve issuing aircraft clearance for parachutist dispatch, responding to emergencies, implementing emergency procedures, and reporting any safety incidents or accidents to the Operations Manager.

For the Accident Jump, the Ground Controller ensured that all skydiving activities were conducted safely and in compliance with established procedures. Before operations commenced, the Ground Controller completed all necessary inspections and verified that the Skydive Dubai airspace was activated as required. During the flight, the Ground Controller observed the parachutist executing a turn in which he accelerated the parachute to the extent that he was unable to stop the canopy's natural rotation. This uncontrolled rotation persisted until ground impact at full speed.

Master Rigger

The Master Rigger manages the rigging loft and packing mat, reporting to the Operations Manager. Responsibilities include conducting inductions, ensuring riggers are appropriately qualified, and maintaining parachute rigging and packing records.

Senior Rigger

Senior Riggers support the Master Rigger by holding valid certifications and handling parachute assembly, inspection, maintenance, and repair in compliance with standards and regulations.

Packer

Packers assist by holding approved packing certificates, inspecting and packing parachutes per manufacturer requirements, and maintaining accurate packing records.

The Master Rigger, Senior Rigger, and Packer fulfilled their responsibilities by inspecting the parachute rig, issuing a rig registration approval, and tagging it with a validity period starting on 8 November 2024, and expiring on 7 May 2025.

Skydiving license requirements[10]

Table 4 illustrates the licensing requirements for parachutists:

Table 4. Club licensing requirements

Skydiving license level	Minimum number of jumps	Minimum controlled freefall time
A license	25	not applicable
B license	50	30 minutes
C license	200	60 minutes
D license	500	3 hours

As per the Club's *SOP*, the minimum container opening is allowed at 3,000 feet AGL for students and 'A' and 'B' license holders; 2,500 feet AGL for 'C' and

[10] There are four types of skydiving licenses. These are categorized as A, B, C and D licenses. The A license is the first license obtained by a new skydiver and each license is progressively more challenging to achieve, requiring the skydiver to prove certain skills and reach certain experience levels. The D license is the highest level of skydiving license and skydivers need a minimum of 500 and to have completed all requirements of the previous licenses as well as two-night jumps. [Source: https://skydiveparacletexp.com/2017/02/15/skydiving-license-levels/#:~:text=Skydiving%20%E2%80%9CB%E2%80%9D%20License&text=B%20license%20skydivers%20have%20proven,including%20planned%20jumps%20with%20groups].

'D' license holders; and 5,000 feet AGL for tandem jumps.

Skydiving instructor categories[11]

Coach (C)

A USPA Coach must hold a USPA B license and have completed at least 100 jumps. Certification requires completing the USPA Coach Proficiency Card and a Coach Rating Course. Coaches are authorized to conduct non-method-specific skydiving ground school, teach transition training from tandem to solo methods, and supervise recurrency jumps and static-line students.

Tandem Instructor (TI)

A Tandem Instructor should hold or have held a USPA instructional rating and have a minimum of 500 jumps with three years of parachuting experience. They must also hold a current FAA Class 3 Medical Certificate. Certification involves completing practice tandem cutaways, the USPA Tandem Instructor Proficiency Card, and a Tandem Instructor Rating Course, including training on specific tandem equipment. Tandem Instructors can conduct tandem jumps, first-jump courses, and supervise Coaches.

Accelerated Freefall Instructor (AFF-I)

To become an AFF Instructor, one must hold or have held a USPA instructional rating and have at least 500 jumps or 12 months of experience as a Coach or Instructor, along with six hours of freefall time. Certification includes completing the AFF Instructor Proficiency Card and passing a written and practical evaluation. AFF Instructors can conduct AFF jumps, first-jump courses, and supervise various student jumps.

The Parachutist was certified as a USPA Coach, Accelerated Freefall Instructor (AFF-I), and Tandem Instructor. At the time of the accident, he was performing a recreational jump

Additional Information

High-performance landing

High-performance landings, often referred to as *swoops* or high-speed approaches, involve using a parachute's control inputs—such as front-riser dives or steep carving turns—to build extra speed and lift before touchdown. Instead of performing a gentle, low-speed approach, the canopy pilot deliberately increases the canopy's forward speed and descent rate, then precisely transitions into a strong flare near the ground. This technique can extend the final glide across the landing area, creating a dynamic "surf" just before touchdown. While visually impressive, it demands advanced canopy flight skills, accurate altitude awareness, and a comprehensive understanding of how the parachute's flight characteristics change with aggressive inputs.

A crucial aspect of high-performance landings is the recovery arc—the altitude and time required for the parachute to recover from a dive back to level flight. Parachutists must recognize how much altitude they lose during various maneuvers and learn to judge the timing of their flare to achieve a smooth, controlled landing. Sufficient canopy training and experience (including several hundred jumps) are usually required before attempting these maneuvers. Additionally, many drop zones implement specific rules for swooping, including designated landing areas and clear traffic guidelines, to ensure the safety of all parachutists.

Requirements to perform a high-performance landing

Advanced canopy skills

Parachutists should master conventional landing techniques, including stable approaches, flare timing, and accurate touchdowns, before attempting high-speed approaches.

Experience and currency

Consistent jump frequency and familiarity with the specific canopy's flight characteristics are vital. Inexperienced or "out-of-practice" parachutists are at higher risk of misjudging altitude or flare timing.

Local regulations planning

Many drop zones have dedicated swoop lanes and strict traffic rules. Coordinating with the safety officer or an experienced instructor ensures compliance and a safer environment for all parachutists.

At the Accident, the Parachutist was highly experienced and had completed several high-performance landings beforehand. The Club maintained a designated high-performance landing area, and all high-performance landings were planned.

[11] The Skydive Dubai Parachuting Activity Operation Manual (SDD PAO OM) provides information on the requirements and instructor categories for skydiving.

Analysis

The Parachutist

The Parachutist possessed a valid skydiving license for freefall parachuting activities. He had logged approximately 5,000 jumps in his skydiving logbook and possessed a USPA-issued Skydiving 'D' license, valid until 31 December 2024. This license authorized him to perform all types of skydiving jumps.

On the day of the Accident, this was his fifth jump, with the previous four completed without incident. He was equipped with all essential gear, including a container, main parachute, reserve parachute, and an automatic activation device (AAD). The AAD had been certified by an authorized rigger, with its certification valid from 8 November 2024 to 7 May 2025.

The Parachutist had also fulfilled all necessary training requirements. This included completing a *Dropzone Briefing Acknowledgment*, which confirmed that he had received and understood the key safety, procedural, and operational information specific to the club's dropzone. Additionally, he had signed a *Solo Jumper Waiver*, acknowledged the inherent risks of solo skydiving and affirmed his readiness and capability to perform such activities independently.

Furthermore, he was highly experienced and authorized to execute advanced skydiving maneuvers, including high-performance landings.

The Parachute

The Parachutist was using an elliptical, high-performance Parachute, specifically designed for advanced-level skydiving maneuvers. This type of parachute is characterized by its agility, speed, and responsiveness, making it suitable for skilled jumpers with extensive experience. Given the Parachutist's qualifications and logged jumps, the choice of this Parachute was appropriate for his level of expertise.

Upon inspection, the observed damage to the Parachute appeared to have most likely resulted from the impact. Footage from the top-mounted helmet camera confirmed that no abnormalities in the Parachute were visible prior to or during the descent. The Parachute appeared to deploy correctly and function as designed during the jump, with no indication of malfunction. The Investigation concludes that the observed damage was a consequence of the high-energy collision with the ground rather than a defect or failure in the Parachute during the jump.

High-Performance Landing

At the time of the Accident, the Parachutist was qualified and experienced in conducting high-performance landings. Records confirmed that he had previously completed multiple high-speed landings and was familiar with the associated procedures.

The Club maintained a designated area specifically for high-performance landings, which was used for the subject jump. The landing was planned in accordance with Club procedures, and no deviations were identified during the preparation or execution phases.

Camera footage showed no signs of parachute malfunction; the canopy deployed correctly and remained fully functional throughout the descent. During the final stage of the maneuver, the Parachutist initiated a spiral turn at low altitude, which resulted in an uncontrollable descent and ground impact.

This sequence suggests that the canopy’s recovery arc limitations may have exceeded the available altitude, leaving insufficient margin for stabilization. While the Parachutist met all formal requirements to conduct the maneuver, potential misjudgment, subtle asymmetric inputs, or a delayed initiation of the turn may have contributed to the loss of control.

Conclusions

Based on the available evidence, the following findings, causes, and contributing factors were identified in relation to this accident. These findings are presented without assigning blame or liability to any specific organization or individual:

- Findings: Statements of all significant conditions, events, or circumstances pertaining to this Accident. These findings highlight crucial steps in the accident sequence but are not necessarily causal or indicative of deficiencies.
- Causes: Actions, omissions, events, conditions, or combinations thereof that directly led to the Accident.
- Contributing Factors: Actions, omissions, events, conditions, or combinations thereof that, if eliminated, avoided, or absent, would have decreased the likelihood of the Accident occurring or mitigated the severity of its consequences. The identification of contributing factors does not imply fault or

liability, whether administrative, civil, or criminal.

Findings

(a) The Club was practicing operations under a valid *Parachute Approved Organization (PAO)* issued by the GCAA.

(b) The Parachutist held a valid USPA-D license with ratings of AFF-I, Coach and Tandem-I.

(c) The Parachutist was granted license *acceptance* with around 5,000 jumps,

(d) The Accident jump was the fifth jump for the day.

(e) The Parachutist was using an elliptical, high-performance Parachute.

(f) The Parachutist was preforming a high-performance landing jump.

(g) The Parachutist had recorded 1,000 jumps in his logbook for the year 2024, performed across various drop zones, up to the date of the Accident.

(h) The Parachutist completed the rig registration on 8 November 2024, valid until 7 May 2025.

(i) The Parachutist signed the *Dropzone Briefing Acknowledgment* and a *Solo Jumper Waiver*.

(j) The Parachutist successfully completed all the required acceptance checklists of the Club.

(k) There was no malfunction in the Parachute.

(l) Camera footage confirmed that no abnormalities or equipment malfunctions occurred during the descent. However, the combination of low-level wind variability and a limited altitude margin during the high-performance maneuver likely contributed to the loss of control. Contributing human factors such as possible misjudgment of the recovery arc, overcorrection, or delayed inputs may have further reduced the ability to regain canopy stability before impact

(m) The Parachutist executed a turn in which he accelerated the Parachute to the extent that he was unable to stop the canopy's natural rotation. This uncontrolled rotation persisted until ground impact at full speed.

(n) The Parachutist impacted the ground and sustained fatal injuries.

Causes

The Air Accident Investigation Sector concluded that the cause of the Accident was the Parachutist's execution of a high-performance landing. During the landing, he initiated a turn that accelerated the Parachute to a point where he was unable to arrest the Parachute's natural rotation. This uncontrolled rotation continued, resulting in ground impact at full speed.

Safety Recommendations

Safety Recommendations

The Air Accident Investigation Sector recommends that:

Skydive Dubai

SR12/2025

The Parachutist initiated a high-performance turn, resulting in uncontrollable canopy rotation and ground impact. Despite completing 1,000 jumps in one year, his rapid progression to advanced-level manoeuvres may have limited skill refinement.

Therefore, the Investigation recommends the Club enforce strict adherence to safe manoeuvring protocols, mandatory advanced training, and periodic skill assessments. Emphasis should be placed on a gradual, time-based progression to advanced levels, ensuring adequate skill and decision-making development

This Summary Report is issued by:

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