



Air Accident Investigation Unit Ireland

SECOND INTERIM STATEMENT
Accident to Fairchild Metro III EC-ITP
Cork Airport
10 February 2011



**An Roinn Iompair
Turasóireachta agus Spóirt**

Department of Transport,
Tourism and Sport

INTERIM STATEMENT

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Accident to Fairchild Metro III EC-ITP at Cork Airport on 10 February 2011

In accordance with Annex 13 to the Convention on International Civil Aviation (ICAO), Regulation (EU) No 996/2010 and the provisions of SI 460 of 2009, the following Interim Statement is issued approaching the second anniversary of the accident and provides an update on the status of the Investigation. The sole purpose of this Investigation is the prevention of aviation Accidents and Incidents; it is not the purpose of the Investigation to apportion blame or liability.

This Interim Statement should be read in conjunction with the Preliminary Report published on 16 March 2011 ([AAIU Report No. 2011-005](#)) and the Interim Statement published on 7 February 2012 ([AAIU Report No. 2012-003](#)).

The Investigation has examined the available operational and technical evidence to identify the immediate causal and contributory factors involved in this accident.

In addition, the Investigation has examined deeper systemic issues associated with the operation, such as organisational structures, oversight functions and legal frameworks. To accomplish this it has been necessary to examine the environment in which the operation took place, including the relationships between the various undertakings and agencies involved. This process has been iterative and involved interviewing additional personnel as the investigation progressed, in addition to sourcing and cross referencing documentation in several jurisdictions.

The examination of oversight has required direct engagement with Agencia Estatal de Seguridad Aérea (AESA - Aviation Safety and Security Agency of Spain), the European Aviation Safety Agency (EASA) and the European Commission.

As Spanish is an official ICAO language, a significant amount of the operational, engineering and oversight documentation existed only in that language. It has taken the Investigation considerable time to accurately translate such documents, which in most cases are highly technical in nature.

The Investigation is currently finalising a Draft Final Report into this accident. The Draft Report will be issued in accordance with ICAO Standards and Recommended Practices, European Union and Irish Regulations. A period of 60 days thereafter is allowed for receipt of comments. Following consideration of any such comments, the Final Report will be published.

- 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.

A safety recommendation shall in no case create a presumption of blame or liability for an occurrence.

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