



## PRELIMINARNO IZVJEŠĆE / PRELIMINARY REPORT

1. OPĆENITI PODACI / ACCIDENT/SERIOUS INCIDENT IDENTIFICATION	
a	MJESTO NESREĆE ILI OZBILJNE NEZGODE <i>AREA OF ACCIDENT OR SERIOUS INCIDENT</i>
	The village of 'Krivi put', near the town of Senj, Croatia
b	DATUM NESREĆE ILI OZBILJNE NEZGODE <i>DATE OF ACCIDENT OR SERIOUS INCIDENT</i>
	13 November 2025
c	VRIJEME NESREĆE ILI OZBILJNE NEZGODE <i>TIME OF ACCIDENT OR SERIOUS INCIDENT</i>
	16:37 LT (15:37 UTC)
d	PROIZVOĐAČ ZRAKOPLOVA <i>AIRCRAFT MANUFACTURER</i>
	Air Tractor
e	TIP ZRAKOPLOVA <i>AIRCRAFT TYPE</i>
f	MODEL ZRAKOPLOVA <i>AIRCRAFT MODEL</i>
g	DRŽAVA PRIPADNOST ZRAKOPLOVA <i>STATE OF REGISTRY</i>
	Republic of Turkiye
h	REGISTRACIJSKE OZNAKE <i>REGISTRATION</i>
	OR 2025
i	OPERATOR ZRAKOPLOVA <i>AIRCRAFT OPERATOR</i>
	Ministry of Agriculture and Forestry, Republic of Turkiye

2. POVIJEST LETA / HISTORY OF FLIGHT	
	VRSTA OPERACIJE / TYPE OF OPERATION
a	<input type="checkbox"/> Međunarodni / International <input type="checkbox"/> Linijski / Scheduled <input type="checkbox"/> Putnički / Passenger <input type="checkbox"/> Domaći / Domestic <input type="checkbox"/> Čarter / Charter <input type="checkbox"/> Teretni / Cargo <input checked="" type="checkbox"/> Premještanje / Ferry <input type="checkbox"/> Taksi prijevoz / Air Taxi <input type="checkbox"/> Izobrazba / Training <input type="checkbox"/> Vlastite potrebe / Non-commercial <input type="checkbox"/> Radovi iz zraka / Aerial work <input type="checkbox"/> Drugo / Other
b	VRSTA OPERATORA / TYPE OF OPERATOR
	<input type="checkbox"/> Aeroklub - Škola / Flying Club - School <input type="checkbox"/> Korporativni – vlastite potrebe / Corporate <input type="checkbox"/> Komercijalni / Commercial <input type="checkbox"/> Privatni vlasnik / Private owner <input type="checkbox"/> U zakupu / Rental <input checked="" type="checkbox"/> Državni / Gov. Agency <input type="checkbox"/> Drugo / Other
c	MJESTO UZLIJETANJA <i>LAST DEPARTURE POINT</i>
	Rijeka airport (LDRI), Croatia
d	PLANIRANO MJESTO SLIJETANJA <i>PLANNED DESTINATION</i>
	Zagreb airport (LDZA), Croatia
e	VRIJEME TRAJANJA LETA <i>DURATION OF FLIGHT</i>
	About 1 hour



### 3. OZLJEDE / INJURIES

	Smrtne ozljede / Fatal	Ozbiljne ozljede / Serious	Lakše ozljede / Minor	Neozlijedjenih / None
Članovi posade / Crew	1			
Putnici / Passengers				
Treće osobe / Other				

### 4. ŠTETA NA ZRAKOPLOVU / DAMAGE TO AIRCRAFT

<input checked="" type="checkbox"/> Uništen / Destroyed	<input type="checkbox"/> Značajno oštećen / Substantial damage	<input type="checkbox"/> Manje oštećen Minor damage	<input type="checkbox"/> Neoštećen None damage	<input type="checkbox"/> Nepoznato Unknown
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### 5. METEROLOŠKI PODACI / METEOROLOGICAL INFORMATION

a METEROLOŠKI UVJETI / METEOROLOGICAL CONDITIONS				
<input checked="" type="checkbox"/> VMC	<input checked="" type="checkbox"/> IMC		<input type="checkbox"/> Nepoznato / Unkonown	
b DOBA DANA / LIGHT CONDITIONS				
<input type="checkbox"/> Zora / Dawn	<input checked="" type="checkbox"/> Dan / Daylight	<input type="checkbox"/> Sumrak / Dusk (twilight)	<input type="checkbox"/> Nepoznato / Unknown	
<input type="checkbox"/> Noć - mjeseca / Night - Moonlight	<input type="checkbox"/> Noć - mračno / Night - dark			

### 6. OPIS NESREĆE ILI OZBILJNE NEZGODE / DESCRIPTION OF ACCIDENT OR SERIOUS INCIDENT

Two Air Tractor AT802A aircrafts arrived from Turkiye at Rijeka Airport (LDRI) the day before the accident, i.e. on November 12, 2025. The landing was planned at Zagreb International Airport (LDZA), where, due to unfavorable meteorological conditions, they could not land and were diverted to ZL Rijeka (LDRI).

The purpose of the arrival of both mentioned aircrafts in Croatia was to perform certain works on the aircrafts at the Aviation Technical Center in Zagreb.

The next day, i.e. on 13 November 2025, at approximately 15:37 local time, both aircraft departed Rijeka Airport on a VFR flight to Zagreb. They maintained a distance of about half a nautical mile from each other, with continuous visual and radio contact.

The flight toward Zagreb was uneventful; however, due to fog in the Zagreb area, a landing at LDZA again could not be accomplished. Before reaching Zagreb, the aircraft turned back toward Rijeka Airport on the island of Krk.

The return flight was uneventful, all the way to the mountain ridge between Gorski Kotar and the coast. The mountain ridge was wrapped in cloud, which the planes entered in order to fly through it and reach the other side of the ridge and the coast, where visibility was good again. So, for a short time, they found themselves in IFR conditions.

Upon exiting the cloud over the Croatian coast, the pilot of the second aircraft no longer had visual contact with the first aircraft, which should have been ahead of him. He contacted ATC, which informed him that the first aircraft was no longer visible on radar. Attempts to establish radio contact with the first pilot were unsuccessful. A search-and-rescue operation was initiated.

The second aircraft landed safely at Rijeka Airport at approximately 16:50 local time.

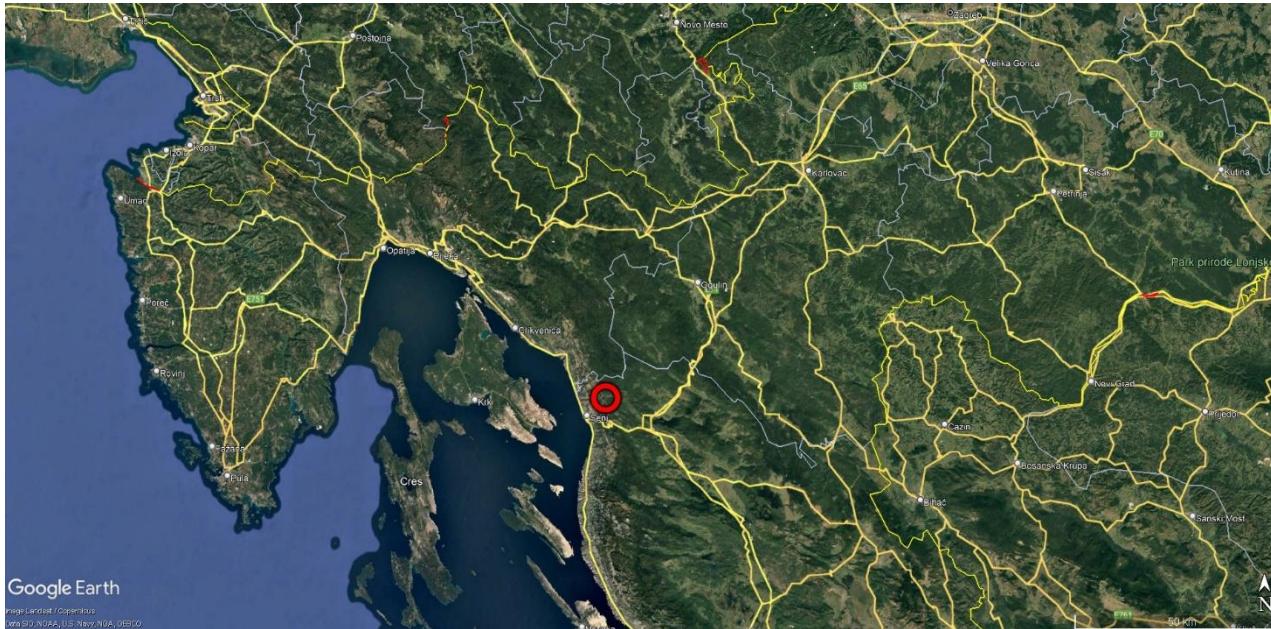


Image 1 – the accident site is marked with a red circle

AIN received notification of the missing aircraft from the Ministry of Interior Operations Center and Croatian Air Traffic Control. The wreckage was located later the same evening. The aircraft was completely destroyed by impact and post-impact fire, and the pilot died.

AIN opened an investigation, and an on-site investigation was conducted on 14 November 2025. Certain components were secured for further analysis, and the remaining wreckage was removed in the following days.

On 15 November 2025, investigators from the Turkish accident investigation authority arrived in Croatia and visited the accident site. In accordance with international regulations, details of investigation cooperation were agreed in the following days.



Image 2 – plane wreckage at the crash site

The investigation is currently in the phase of collecting and analyzing available data. Croatian Air Traffic Control has provided radar recordings and communication transcripts.

The causes and contributing factors of this accident will be determined in due course. Investigation results and any safety recommendations will be published in the Final Report on the AIN website.

#### 7. VJEROJATNI UZROK / PROBABLE CAUSE

Loss of spatial orientation in conditions of insufficient visibility.

#### 7. PRIJEDLOG MJERA (SIGURNOSNE PREPORUKE) / SAFETY RECOMMENDATIONS

To be determined in the further course of the investigation.

Broj izvješća / Reference number		Potpis / Signature	Danko Petrin
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