

KNKT Notification		No. KNKT.21.03.05.04
Name, Organization and contact information of person/organization submitting notification:	 Komite Nasional Keselamatan Transportasi (National Transportation Safety Committee) Ministry of Transportation Building 3rd Floor Jl. Medan Merdeka Timur No. 5 Jakarta - INDONESIA Telephone: + 62 21 3517606 Facsimile: + 62 21 3517606 24-hour Call Contact +62 81212655155 Website: www.knkt.dephub.go.id/knkt Email: knkt@dephub.go.id	
a) for accidents the identifying abbreviation ACCID, for serious incidents INCID;	ACCID	
b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;	Manufacturer : Boeing Model : Boeing 737-400 Freight Nationality : Indonesian Registration : PK-YSF Serial Number : 23869	
c) name of owner, operator and hirer, if any, of the aircraft;	Owner : PT. Trigana Air Service Operator : PT. Trigana Air Service	
d) qualification of the pilot-in-command, and nationality of the crew and passengers;	Pilot in Command qualification : ATPL Flight crew nationality : Indonesian Passengers nationality : Indonesian	
e) date and time (local time or UTC) of the accident or serious incident;	Local Time Date : 20 March 2021 Time : 1125 LT	UTC Date : 20 March 2021 Time : 2217 UTC
f) last point of departure and point of intended landing of the aircraft;	Last point of departure : Halim Perdanakusuma International Airport (WIHH), Jakarta, Indonesia Point of intended landing: Sultan Hasanuddin International Airport (WAAA), Makassar, South Sulawesi, Indonesia	
g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;	The aircraft position was on the runway shoulder in the Halim Perdanakusuma International Airport.	
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	Persons on board are 2 pilots, 1 Engineer on board and 1 Flight Operation Officer, no one injured.	
i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;	The pilot heard unusual noise after takeoff then the engine indication showed N1 engine number 2 decreased to about 50% while the N2 increased to about 105%. The pilot decided to hold over AL NDB and conducted after takeoff checklist and non-normal checklist. The pilot then decided to return to Halim Airport. The aircraft approach and landing with one engine inoperative. During landing roll the right main landing gear collapsed, the aircraft veered off to the right and stopped on the runway shoulder. Both main landing gears and the nose landing gear collapsed.	
j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;	The KNKT classified this occurrence as an accident and will conduct an investigation in accordance with the provisions of Annex 13 to the Convention on International Civil Aviation.	

k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;	The occurrence location was at the Halim Perdanakusuma International Airport, Jakarta. The airport is air force military base and requires special permit to several areas.
l) identification of the originating authority and means to contact the investigator-in-charge and the accident investigation authority of the State of Occurrence at any time;	The KNKT Indonesia Telephone : + 62 21 3517606 Facsimile : + 62 21 3517606 24-hour Call Contact : +62 81212655155 Email : knkt@dephub.go.id
m) presence and description of dangerous goods on board the aircraft.	No

Operation Type (If information is available)	Commercial Aviation	Non Scheduled	Cargo
Level of damage to aircraft (If information is available)	The aircraft substantially damaged		
The State of Occurrence shall forward a notification of an accident or serious incident with a minimum of delay and by the most suitable and quickest means available to: a) the State of Registry; b) the State of the Operator; c) the State of Design; d) the State of Manufacture; and e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg.			