

KNKT Notification**No. KNKT.23.10.016.04**

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 847601
Facsimile: + 62 21 3517606
24-hour Call Contact +62 81212655155
Website: www.knkt.go.id
Email: aviation.knkt@kemenhub.go.id

a) for accidents the identifying abbreviation ACCID, for serious incidents SINCID, for incidents INCID;

**SINCID
(Serious Incident)**

b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;

Manufacturer : PT Dirgantara Indonesia
Model : NBO-105 CB
Nationality : Indonesia
Registration : PK-PIH
Serial Number : N 68/S-556

c) name of owner, operator and hirer, if any, of the aircraft;

Owner : PT Pelita Air Service
Operator : PT Pelita Air Service

d) qualification of the pilot-in-command, and nationality of the crew and passengers;

Pilot in Command qualification : ATPL
Flight crew nationality : Indonesia
Passengers nationality : N/A

e) date and time (local time or UTC) of the occurrence;

Local Time	UTC
Date : 7 October 2023	Date : 7 October 2023
Time : 0900 LT	Time : 0200 UTC

f) last point of departure and point of intended landing of the aircraft;

Last point of departure : Pondok Cabe Airport (WIHP), West Java, Indonesia
Point of intended landing: Pondok Cabe Airport (WIHP), West Java, Indonesia

g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;

TBA

h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;

Persons on board are 2 pilots.
No one injured in this occurrence

i) description of the occurrence and the extent of damage to the aircraft so far as is known (Destroyed/Substantial/Minor/None);

The helicopter experienced abnormal runway contact (suspected hard landing) during training.
The landing gear skids were deformed, the tail boom structure was buckled, some fuselage skins were wrinkled and the tail rotor shaft was misaligned as result the occurrence.

j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;

The KNKT currently classified as Serious Incident and will conduct the investigation in accordance with the provisions of Annex 13 to the Convention on International Civil Aviation.

k) physical characteristics of the occurrence area, as well as an indication of access difficulties or special requirements to reach the site;

The occurrence happened in Pondok Cabe Airport (WIHP), West Java, Indonesia and can be accessed by air and land transportation.

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 3847601 Facsimile : + 62 21 3517606 24-hour Call Contact : + 62 81212655155 Email : aviation.knkt@kemenhub.go.id
m) presence and description of dangerous goods on board the aircraft.	No
Operation Type (If information is available)	Other (training flight)
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.	