

KNKT Notification**No. KNKT.24.01.01.04**

Name, Organization and contact information of person/organization submitting notification:	 Komite Nasional Keselamatan Transportasi (National Transportation Safety Committee) Ministry of Transportation Building 3 rd 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 : De Havilland Canada Model : DHC6-300 Twin Otter Nationality : Indonesia Registration : PK-SMS Serial Number : 685
c) name of owner, operator and hirer, if any, of the aircraft;	Owner : PT Semuwa Aviasi Mandiri Operator : PT Semuwa Aviasi Mandiri
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 : -
e) date and time (local time or UTC) of the occurrence;	Local Time Date : 2 January 2024 Time : 0819 LT UTC Date : 1 January 2024 Time : 2319 UTC
f) last point of departure and point of intended landing of the aircraft;	Last point of departure : Mozes Kilangin Airport (WAYY), Timika, Indonesia Point of intended landing: Illaga Airport (WAYL), Papua, Indonesia
g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;	Aircraft was at Illaga Airport.
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	On board the aircraft were 2 pilots and 1 engineer on board. No one was injured.
i) description of the occurrence and the extent of damage to the aircraft so far as is known (Destroyed/Substantial/Minor/None);	The aircraft bounced two times during landing and the pilots felt a flat nose tire followed by sound from the broken nose wheel. The pilots decided to continue taxiing to the apron. The nose tire was flat, the nose wheel was broken and the nose area section 60 was damaged.
j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;	The KNKT has classified this as a serious incident and will be conducting an 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 location was in Illaga airport surrounded by mountainous terrain. The location can be accessed by using small aircrafts or helicopter.

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)	Commercial Aviation Non-scheduled Cargo
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.	