

KNKT Notification		No. KNKT.24.04.09.04
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 : Airbus S.A.S Model : A320-251N Nationality : Indonesia Registration : PK-BDF Serial Number : 9505	
c) name of owner, operator and hirer, if any, of the aircraft;	Owner : Celestial Aviation Trading 23 Limited Operator : PT. Batik Air Indonesia	
d) qualification of the pilot-in-command, and nationality of the crew and passengers;	Pilot in Command qualification : Commercial Pilot License Flight crew nationality : Indonesia Passengers nationality : Indonesia	
e) date and time (local time or UTC) of the occurrence;	Local Time Date : 5 April 2024 Time : 11:33 LT	UTC Date : 5 April 2024 Time : 04:33 UTC
f) last point of departure and point of intended landing of the aircraft;	Last point of departure : Soekarno-Hatta International Airport (WIII), Tangerang, Banten Point of intended landing: Juanda International Airport (WARR), Surabaya, East Java	
g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;	The aircraft was landing on runway 10 WARR/SUB at coordinate 7°22'41.87"S 112°46'38.05"E	
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	Persons on board were 2 pilots, 4 attendants and 154 passengers. None of fatally, seriously and minor injured.	
i) description of the occurrence and the extent of damage to the aircraft so far as is known;	On April 5, 2024, the Batik Air A320 aircraft with registration PK-BDF was scheduled to operate flight BTK6572 from Jakarta (CGK) to Surabaya (SUB). The aircraft was dispatched with one Minimum Equipment List (MEL) item and Autothrust Inoperative. At 04.29 UTC, the aircraft conducted an Instrument Landing System (ILS) approach to Runway 10 with the Pilot in Command (PIC) acting as Pilot Flying (PF). Below 100ft Radio Altitude (RA), the PF gradually reduced thrust, leading to a decrease in airspeed to 125 knots and a pitch angle of 5.62 degrees. At 11ft RA, the thrust levers were moved to idle by the PF with a pitch angle of 7.03 degrees, causing the airspeed to drop to 121 knots. At 04.33 UTC, the aircraft touched down with a vertical acc. 1.67g and a pitch angle of 10.2 degrees. One second later, the PF pushed the sidestick forward to reduce the aircraft's pitch. However, two	

	seconds thereafter, the ground spoilers deployed, resulting in an increase in pitch angle to 12.6 degrees. The aircraft was later found to have sustained tailstrike damage upon return to Jakarta(CGK). It is suspected that the Maintenance Personnel failed to identify the damage during the walkaround inspection in Surabaya (SUB). The flight from SUB to CGK occurred without incident.		
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 Serious Incident and will conduct 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;	-		
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.	None		
Operation Type (If information is available)	Commercial Aviation	Scheduled	Passenger
Level of damage to aircraft (If information is available)	Minor		
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.			