

KNKT Notification		No. KNKT.24.05.10.04
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 : Boeing, USA Model : Boeing 747-400 Nationality : Moldova Registration : ER-BOS Serial Number : 28025	
c) name of owner, operator and hirer, if any, of the aircraft;	Owner : Aquiline International Corp. Operator : PT Garuda Indonesia	
d) qualification of the pilot-in-command, and nationality of the crew and passengers;	Pilot in Command qualification : ATPL Flight crew nationality : Russian Passengers nationality : TBA	
e) date and time (local time or UTC) of the occurrence;	Local Time Date : 15 May 2024 Time : 1532 LT	UTC Date : 15 May 2024 Time : 0732 UTC
f) last point of departure and point of intended landing of the aircraft;	Last point of departure : Sultan Hasanuddin International Airport (WAAA), Republic of Indonesia Point of intended landing: Prince Mohammad Bin Abdulaziz International Airport (OEMA), Kingdom of Saudi Arabia	
g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;	After the occurrence, the aircraft landed and parked at to Sultan Hasanuddin International Airport (WAAA). The aerodrome reference point for the airport is on coordinate 05°03'39"S 119°33'16"E.	
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	Persons on board are 3 pilots, 15 attendants and 450 passengers. No one injured in this occurrence. GA1105, a non scheduled (hajj) flight was operated by Boeing 747-412 registration ER-BOS. The aircraft and its pilot was chartered as a wet lease agreement between PT Garuda Indonesia and Aquiline Airlines.	
i) description of the occurrence and the extent of damage to the aircraft so far as is known (Destroyed/Substantial/Minor/None);	At 0738 UTC, the aircraft departed from Sultan Hasanuddin International Airport (WAAA) using Runway 21. During takeoff roll, the aircraft experienced engine fire on one of its engines and the takeoff was continued. The pilot decided to return to base (RTB) to the airport and made a holding maneuver to mitigate the problem. Thereafter, at 0908 UTC, the aircraft landed at Sultan Hasanuddin International Airport (WAAA) using Runway 03. The aircraft was minor 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 classified this occurrence as a 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;	The occurrence area was at Sultan Hasanuddin International Airport (WAAA).		
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	Scheduled	Passenger
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.			