

KNKT Notification**No. KNKT.24.07.15.04**

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;	ACCID (Accident)
b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;	Manufacturer : Airbus Model : A330-343 Nationality : San Marino Registration : T7-MMM Serial Number : 1358
c) name of owner, operator and hirer, if any, of the aircraft;	Owner : San Marino Executive Aviation 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 : TBA Passengers nationality : -
e) date and time (local time or UTC) of the occurrence;	Local Time Date : 2 July 2024 Time : 2015 LT UTC Date : 2 July 2024 Time : 1315 UTC
f) last point of departure and point of intended landing of the aircraft;	Last point of departure : Adi Sumarmo International Airport (SOC/WAHQ), Republic of Indonesia. Point of intended landing: King Abdulaziz International Airport (JED/OEJN), 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 parked at apron of Adi Sumarmo International Airport.
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	Persons on board are 3 pilots and 11 attendants. One of the flight attendand suffered serious injury.
i) description of the occurrence and the extent of damage to the aircraft so far as is known (Destroyed/Substantial/Minor/None);	GA6239 was operated for a non-scheduled (hajj) from Solo to Jeddah. During climbing passing FL343 to intended cruising altitude of FL380, the aircraft experience engine malfunction, the ECAM indicated ENG 1 STALL, immediately strong vibration felt, followed by the ENG1 Fail appeared on the ECAM. After performed the ECAM procedures, flight crew decided to return to Solo with engine 1 inoperative. During descend, the vibration level was not reduced. While approaching Solo, spurious ENG 1 fire appeared on the ECAM with ENG 1 LOOP B FAULT, but no fire was observed on the engine during visual check by the other crewmember. The aircraft landed and stopped on the runway, then after a few minutes, smoke, fire and flames appeared on the engine 1. Airport Rescue and Fire Fighter team were standby nearby the aircraft, the flight crew decided to evacuate the aircraft utilizing emergency slide from door 1R. All occupants evacuated and one cabin crew had a serious injury.

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 Accident 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 was during flight and the aircraft returned to the origin airport. The location was accessible.		
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.	Unknown		
Operation Type (If information is available)	Commercial Aviation	Non-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.			