

KNKT Notification		No. KNKT.25.06.09.04
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 : A320-214 Nationality : Indonesia Registration : PK-PWJ Serial Number : 4616	
c) name of owner, operator and hirer, if any, of the aircraft;	Owner : Aviation Capital Group (ACG) Operator : 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 : Indonesia	
e) date and time (local time or UTC) of the occurrence;	Local Time Date : 28 June 2025 Time : 1736 LT	UTC Date : 28 June 2025 Time : 1036 UTC
f) last point of departure and point of intended landing of the aircraft;	Last point of departure : Soekarno-Hatta International Airport (WIII), Tangerang, Indonesia Point of intended landing: Sultan Syarif Kasim II International Airport (WIBB), Pekanbaru, Indonesia	
g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;	After the occurrence, the aircraft was parked at Sultan Syarif Kasim II International Airport (WIBB), Pekanbaru, Indonesia, on coordinate 0°27'51.78"N 101°26'47.74"E	
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	On board the aircraft were 2 pilots, 4 attendants, and 149 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 (Destroyed/Substantial/Minor/None);	During the landing approach, the aircraft experienced a sudden increase in sink rate. The Second in Command (SIC) who acted as Pilot Flying (PF) adjusted the flare to manage the descent rate. The PF momentarily called for a go-around, however the Pilot in Command who acted as the Pilot Monitoring (PM) took over control and elected to continue the landing. Post-flight inspection revealed scratches and paint damage on the aft lower fuselage, specifically between Frame (FR) 69–70 at Stringer (STGR) 43L through 44, and FR 70–72 at STGR 33L through 34. In addition, the aft drain mast was found rubbed and bent.	
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 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 location was in Sultan Syarif Kasim II International Airport (WIBB), Pekanbaru, Indonesia. The location can be accessed by land and air transport.		
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 Investigator-In-Charge (IIC) Name : Apib KWW Prayogi Telephone : + 62 811178701 Email : apib.knkt@gmail.com		
m) presence and description of dangerous goods on board the aircraft.	No		
Operation Type (If information is available)	Commercial Aviation	Scheduled	Passenger 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 (aircraft engine and propeller manufacturer); and e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2,250 kg.			