

KNKT Notification No. KNKT.22.08.12.04

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 3517606 Facsimile: + 62 21 3517606 24-hour Call Contact +62 81212655155 Website: www.knkt.dephub.go.id/knkt Email: 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 Model : 737-300 F Nationality : Indonesia Registration : PK-YGV Serial Number : 24711	
c) name of owner, operator and hirer, if any, of the aircraft;	Owner : PT Tri MG Intra Asia Airlines Operator : Asia Cargo Airlines	
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 : N/A	
e) date and time (local time or UTC) of the occurrence;	Local Time Date : 14 August 2022 Time : 1300 LT	UTC Date : 14 August 2022 Time : 0500 UTC
f) last point of departure and point of intended landing of the aircraft;	Last point of departure : Soekarno Hatta International Airport (WIII), Jakarta Point of intended landing: Syamsudin Noor International Airport (WAOO), Banjarmasin	
g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;	After the occurrence the aircraft parked at apron of Syamsudin Noor International Airport, Banjarmasin.	
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	The person on board were 2 pilots, 1 Engineer on Board and 1 Flight Operation Officer. No one was injured in this occurrence.	
i) description of the occurrence and the extent of damage to the aircraft so far as is known;	During approach, after selection of flap 40°, the flap indicators showed flap asymmetry. The right flap indicated between 30 and 40 while the left flap indicated about 10 and the aircraft tend to rolled to the left. The pilot decided to go around. After conducting Non-Normal Procedure, the pilot decided to continue the approach. Just prior to touchdown, the aircraft rolled to the left. The left wing and the left engine contacted to the runway. The aircraft stopped and taxied to the apron. Some scratch marks were found on the left wing, including the lower surface of the left leading edge slat and the left engine cowlings.	
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 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 at Syamsudin Noor International Airport in Banjarmasin, South Kalimantan, Indonesia. The location is accessible with a permit from the airport authority.	
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 3517606 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)	Non-Scheduled	Cargo
Level of damage to aircraft (If information is available)	The level of damage was still unknown since the detailed damage assessment has not yet been performed.	
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.		