AIRCRAFT SERIOUS INCIDENT

PRELIMINARY REPORT

SI 08/26

Air Accident Investigation Bureau (AAIB)

Ministry of Transport, Malaysia

Fixed-Wing Aircraft Boeing 737-8 (737 MAX 8)

Registration 9M-LRH

Kuching International Airport (WBGG)

21 July 2026

Air Accident Investigation Bureau
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Issued on 21 August 2026
MOT.BSKU.600-5/4/6

AIR ACCIDENT INVESTIGATION BUREAU (AAIB)

MALAYSIA

REPORT NO: SI 08/26

OPERATOR	**: MALINDO AIRWAYS SDN. BHD. DBA BATIK AIR**
AIRCRAFT TYPE	**: BOEING 737 MAX 8**
NATIONALITY	**: MALAYSIA**
REGISTRATION	**: 9M-LRH**
PLACE OF OCCURRENCE	**: KUCHING INTERNATIONAL AIRPORT (WBGG)**
DATE AND TIME	**: 21 Jul 2026, 0924 LT / 0124 UTC**

This report contains statements of facts which have been determined up to the time of issue. It must be regarded as tentative and is subjected to alteration or correction if additional evidence becomes available.

The sole objective of the investigation is the prevention of accidents and incidents. In accordance with Annex 13 to the Convention on International Civil Aviation, it is not the purpose of this investigation to apportion blame or liability.

All times in this report are Local Time (LT) unless stated otherwise. LT is UTC +8 hours.

INTRODUCTION

The Air Accident Investigation Bureau (AAIB) is the air accident and serious incident investigation authority in Malaysia and is responsible to the Minister of Transport. Its mission is to promote aviation safety through the conduct of independent and objective investigations into air accidents and serious incidents.

The AAIB conducts these investigations in accordance with Annex 13 to the Chicago Convention, the Civil Aviation Act of Malaysia 1969, and the Civil Aviation Regulations of Malaysia 2016.

It is inappropriate that AAIB reports should be used to assign fault or blame or determine liability since neither the investigations nor the reporting processes have been undertaken for that purpose.

In accordance with ICAO Annex 13 paragraph 4.1, notification of the accident was sent out on 24 July 2026 to the National Transportation Safety Board (NTSB) of the United States of America as the State of Design and Manufacture.

Unless otherwise indicated, recommendations in this report are addressed to the investigating or regulatory authorities of the State having responsibility for the matters with which the recommendations are concerned. It is for those authorities to decide what action is to be taken.

TABLE OF CONTENTS

ABBREVIATIONS

A	
AAIB	**Air Accident Investigation Bureau, Malaysia**
AR	**Authorisation Required**
ATIS	**Automatic Terminal Information Service**
ATPL	**Airline Transport Pilot Licence**
C	
CAAM	**Civil Aviation Authority of Malaysia**
CFM	**CFM International**
CoA	**Certificate of Airworthiness**
CoR	**Certificate of Registration**
CPL	**Commercial Pilot Licence**
CRM	**Crew Resource Management**
CVR	**Cockpit Voice Recorder**
D	
DBA	**Doing Business As**
DME	**Distance Measuring Equipment**
DVOR	**Doppler Very High Frequency Omnidirectional Range**
F	
FDR	**Flight Data Recorder**
ft	**feet**
H	
HRS	**Hours**
I	
ICAO	**International Civil Aviation Organisation**
ILS	**Instrument Landing System**
K	
kg	**kilogram**
km	**kilometre**
kN	**kilonewton**
L	
lbf	**pound-force**
LEAP	**Leading Edge Aviation Propulsion**
LOC	**Localizer**
LT	**Local Time**

M	
MHz	**megahertz**
MOT	**Ministry of Transport**
MSN	**Manufacturer Serial Number**
N	
NTSB	**National Transportation Safety Board**
P	
P/N	**Part Number**
PAPI	**Precision Approach Path Indicator**
PF	**Pilot Flying**
PIC	**Pilot-in-Command**
R	
RESA	**Runway End Safety Area**
RNAV	**Area Navigation**
RNP	**Required Navigation Performance**
S	
S/N	**Serial Number**
SI	**Serious Incident**
SOP	**Standard Operating Procedure**
SR	**Safety Recommendation**
STRIDE	**Science and Technology Research Institute for Defence**
T	
TAF	**Terminal Aerodrome Forecast**
U	
UTC	**Coordinated Universal Time**
V	
VOR	**Very High Frequency Omnidirectional Range**
W	
WBGG	**Kuching International Airport**
WMKK	**Kuala Lumpur International Airport**

SYNOPSIS

On 21 July 2026, a Batik Air Boeing 737-8, registration 9M-LRH, operating scheduled passenger Flight OD1632 from Kuala Lumpur International Airport (WMKK) to Kuching International Airport (WBGG), was conducting an ILS approach to Runway 25 with 101 occupants on board, comprising six crew members and 95 passengers.

During the final phase of the approach, an aural glide slope warning was triggered at approximately 40 to 50 ft above the runway. The aircraft subsequently made a hard landing followed by a tail strike. A go around was initiated and the aircraft was repositioned for a second approach. The second landing was completed successfully, after which the aircraft vacated the runway and taxied safely to the parking stand. There were no injuries to the crew or passengers. Subsequent inspection identified damage to the lower aft fuselage consistent with runway contact during the tail strike.

The investigation is ongoing and includes examination of the Flight Data Recorder (FDR), Cockpit Voice Recorder (CVR), flight crew actions, aircraft damage, operational procedures and other relevant human and technical factors. Further findings and conclusions will be presented in the Final Report.

The aircraft operator submitted a Mandatory Occurrence Report (MOR) to the Civil Aviation Authority of Malaysia (CAAM) and the Air Accident Investigation Bureau, Malaysia (AAIB). The AAIB classified the occurrence as a Serious Incident and initiated an investigation. The AAIB investigation team was deployed on 22 July 2026 and is currently conducting an investigation to determine the cause of the occurrence in accordance with the provisions of ICAO Annex 13.

1.0 FACTUAL INFORMATION

1.1 History of the Flight

On 21 July 2026, a Batik Air Boeing 737-8, registration 9M-LRH, was operating scheduled passenger Flight OD1632 from Kuala Lumpur International Airport (WMKK) to Kuching International Airport (WBGG), with 101 occupants on board, comprising six crew members and 95 passengers. The aircraft conducted an Instrument Landing System (ILS) approach to Runway 25 at Kuching International Airport. The approach was reported to have been uneventful until approximately 40 to 50 ft above the runway, when a glide slope aural warning was annunciated. During the subsequent landing sequence, the aircraft did not achieve an effective flare and made a hard landing, followed by contact between the lower aft fuselage and the runway, resulting in a tail strike.

Preliminary information obtained from interviews with the flight crew indicated that the First Officer was the Pilot Flying (PF) during the initial approach and landing. During the final stage of the landing, the First Officer experienced a startle response, which affected the timely execution of the landing manoeuvre. Following the hard landing and tail strike, the Pilot in Command (PIC) assumed control of the aircraft and initiated a go-around. The aircraft was subsequently repositioned for a second approach to Kuching International Airport, with the PIC acting as the Pilot Flying. The second approach and landing were completed successfully, after which the aircraft vacated the runway and taxied safely to the parking stand.

There were no injuries to the crew or passengers. Subsequent inspection of the aircraft identified damage to the lower aft fuselage, consistent with runway contact during the tail strike.

1.2 Injuries to Persons

Injuries	Crew	Passengers	Others	Total
Fatal	NIL	NIL	NIL	NIL
Serious	NIL	NIL	NIL	NIL

Minor	NIL	NIL	NIL	NIL
None	6	95	NIL	101

Table 1: Injuries to Person

1.3 Damage to Aircraft

The aircraft sustained damage to the lower aft fuselage because of the tail strike. Visual inspections identified extensive scraping and abrasion of the external skin, removal of paint and surface material, together with localised skin cracking and damage within the affected tail contact area. The damage was concentrated along the underside of the aft fuselage, consistent with contact with the runway surface during the landing occurrence.

Figure 1: Tail Strike Damage to the Lower Aft Fuselage

Further detailed inspections, including removal of paint from the affected areas, were carried out to determine the extent of the structural damage. A comprehensive assessment of the aircraft damage, including the detailed inspection findings and subsequent repair actions, will be presented in the Final Report.

1.4 Other Damage

To be included in the Final Report.

1.5 Personnel Information

1.5.1 Pilot

Status	Pilot in Command (PIC)	Second Officer
Nationality	Malaysian	Malaysian
Age	39	32
Gender	Male	Male
License Type	ATPL	CPL
License Validity	31 August 2026	30 November 2026
Total Hours on Type	3034:48	1291:54
Total Flying Hours	7335:05	1506:30
Rest Period Since Last Flight	19:05 HRS	56:35 HRS
Medical Certificate Class	Class 1	Class 1
Medical Expiry Date	31 August 2026	30 November 2026

Table 2: Pilot Information

1.6 Aircraft Information

The Boeing 737-8, commercially known as the Boeing 737 MAX 8, is a twin engine, narrow body transport aircraft developed by The Boeing Company. The aircraft has an overall length of 39.5 metres, a wingspan of 35.9 metres and a height of 12.3 metres. It incorporates Boeing Advanced Technology winglets and improved aerodynamic features designed to reduce drag and enhance operational efficiency. The aircraft is powered by two CFM International LEAP-1B turbofan engines, each capable of producing up to approximately 28,000 lbf (125 kN) of take-off thrust. The Boeing 737-8 has a maximum take-off weight of approximately 82,640 kg and a maximum range of up to 3,500 nautical miles. The aircraft is approved for operation at altitudes up to 41,000 feet.

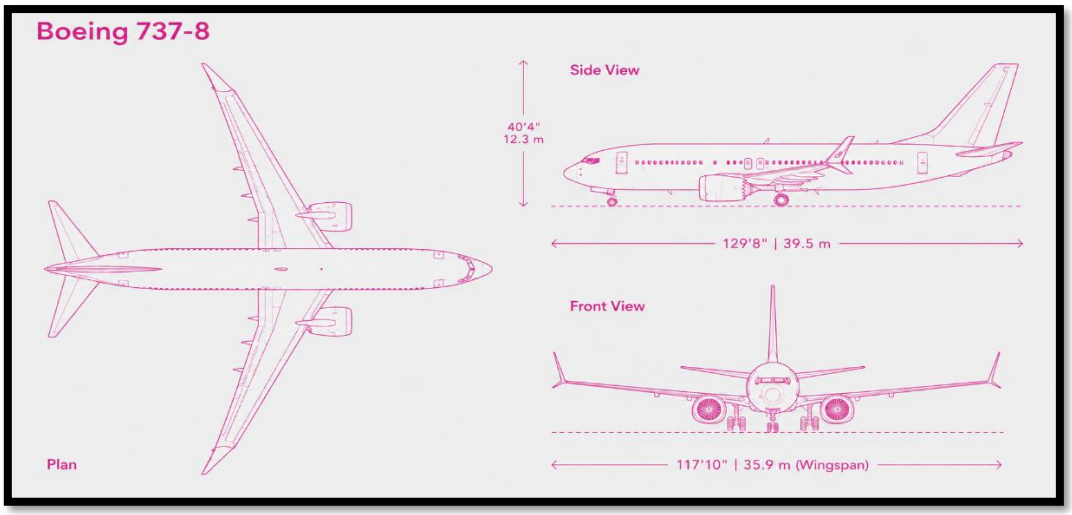


Figure 2: Three Views of The Aircraft

The aircraft flown that day was in airworthy condition.

Aircraft Type	BOEING 737 MAX 8
Manufacturer	THE BOEING COMPANY
Year of Manufacturer	22 JUL 2022
Aircraft Owner	WELLINGTON LEASING NO. 65 LIMITED
Aircraft Operator	MALINDO AIRWAYS SDN BHD DBA BATIK AIR
Registration No.	9M-LRH
Aircraft Serial No.	MSN 43017
C of R Validity Period	21 JUL 2028
C of A Validity Period	21 JUL 2027
Insurance Validity Period	23 JUN 2027
Total Flying Hours	19271:28
Engine Type and Model	LEAP-1B25
Engine Serial No.	ENG 1 – 603723 ENG 2 - 603732
Total Engine Cycle	5421

Table 3: Aircraft Data

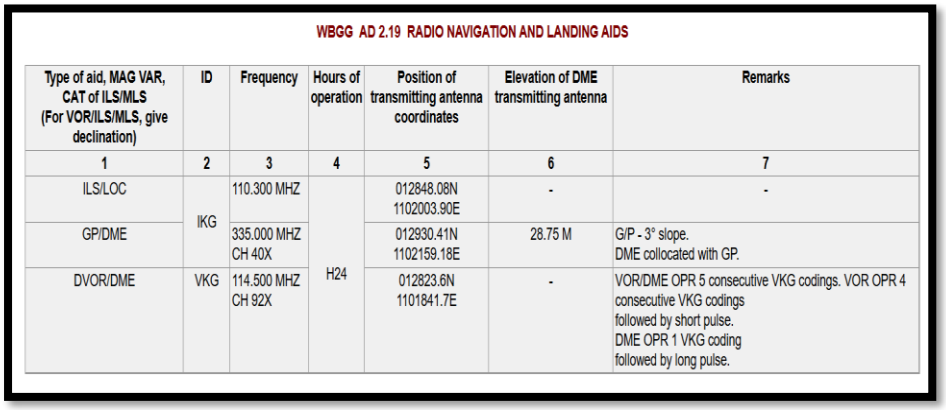
1.7 Meteorological Information

The Terminal Aerodrome Forecast (TAF) for Kuching International Airport (WBGG), valid during the period of the occurrence, forecast variable winds at 3 knots, visibility of 10 km or greater and few clouds at approximately 2,000 ft above aerodrome level. No significant adverse weather conditions were indicated in the forecast. The meteorological conditions were considered suitable for the conduct of the approach and landing.

Figure 3: Terminal Aerodrome Forecast (TAF) for WBGG

1.8 Aids to Navigation

Kuching International Airport (WBGG) is equipped with radio navigation and landing aids to support instrument arrival, approach and departure operations. Runway 25 is served by an Instrument Landing System/Localizer (ILS/LOC), identification IKG, operating on 110.30 MHz, together with a 3° glide path and associated DME. The aerodrome is also supported by a DVOR/DME, identification VKG, operating on 114.50 MHz, for en-route and terminal-area navigation. Published instrument procedures include ILS, VOR/DME and RNAV/RNP procedures, together with standard instrument departure and arrival procedures.



WBGG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC	IKG	110.300 MHZ	H24	012848.08N 1102003.90E	-	-
GP/DME		335.000 MHZ CH 40X		012930.41N 1102159.18E	28.75 M	G/P - 3° slope. DME collocated with GP.
DVOR/DME	VKG	114.500 MHZ CH 92X		012823.6N 1101841.7E	-	VOR/DME OPR 5 consecutive VKG codings. VOR OPR 4 consecutive VKG codings followed by short pulse. DME OPR 1 VKG coding followed by long pulse.

Figure 4: Radio Navigation and Landing Aids at WBGG

1.9 Communications

All communication frequencies were operating normally.

1.10 Aerodrome Information

1.10.1 Kuching International Airport (WBGG) is an international aerodrome located in Kuching, Sarawak, Malaysia. The aerodrome is equipped with a single asphalt runway designated 07/25, measuring 3,780 metres in length and 46 metres in width. Runway 07 has a true bearing of approximately 068.46°, while Runway 25 has a true bearing of approximately 248.46°. The published runway strip measures 3,900 metres by 280 metres, with a Runway End Safety Area (RESA) of 90 metres by 92 metres provided at each runway end.

Figure 2: Aerial Overview of Kuching International Airport (WBGG)

The aerodrome is equipped with navigation, approach and visual guidance systems to support arrival and departure operations. Runway 25 is served by an ILS/LOC with glide path and DME, while DVOR/DME, VOR and RNP (AR) procedures are available for instrument navigation and approach operations. Both runway directions are equipped with Precision Approach Path Indicator (PAPI) systems set at a 3° approach slope, supported by approach, threshold, edge and runway end lighting. Published RNAV departure procedures are available for both runway directions. Air traffic services are provided through Kuching Ground, Tower, Radar and ATIS, supporting aircraft movement from ground operations through departure, arrival and landing.

1.11 Flight Recorders

The aircraft was equipped with a Flight Data Recorder (FDR) *Figure 3* and a Cockpit Voice Recorder (CVR) *Figure 4*. Following the occurrence, both recorders were removed from the aircraft at Kuching Airport (WBGG) and secured under the custody of the AAIB. The recorders were subsequently transported to the AAIB Flight Recorder Laboratory at the Science and Technology Research Institute for Defence (STRIDE), Kajang, where the recorded data were successfully downloaded and will be subjected to further examination and analysis as part of the ongoing investigation.

The recorder details were as follows:

i. Flight Data Recorder (FDR)
   a. Model: FA2100
   b. P/N: 2100-4945-22
   c. S/N: 001209184

Figure 3: Flight Data Recorder (FDR), Model FA2100

ii. Cockpit Voice Recorder (CVR)
   a. Model: 7100
   b. P/N: 7100-1000-7
   c. S/N: 002067654

Figure 4: Cockpit Voice Recorder (CVR), Model 7100

Data from both recorders were successfully downloaded and recovered. The recorders were subsequently returned to the aircraft operator on 7 August 2026. The recovered FDR and CVR data will be analysed and the detailed findings will be presented in the Final Report.

1.12 Wreckage and Impact Information

Figure 5: Approximate Location of the Tail Strike Contact Mark on Runway 25

During the site examination, a longitudinal scrape/contact mark was identified on the surface of Runway 25 at Kuching International Airport (WBGG) *Figure 5*. The mark was located at approximately 01°29′32.4″N, 110°21′55.6″E and was consistent with contact between the aircraft's lower aft fuselage and the runway during the tail strike.

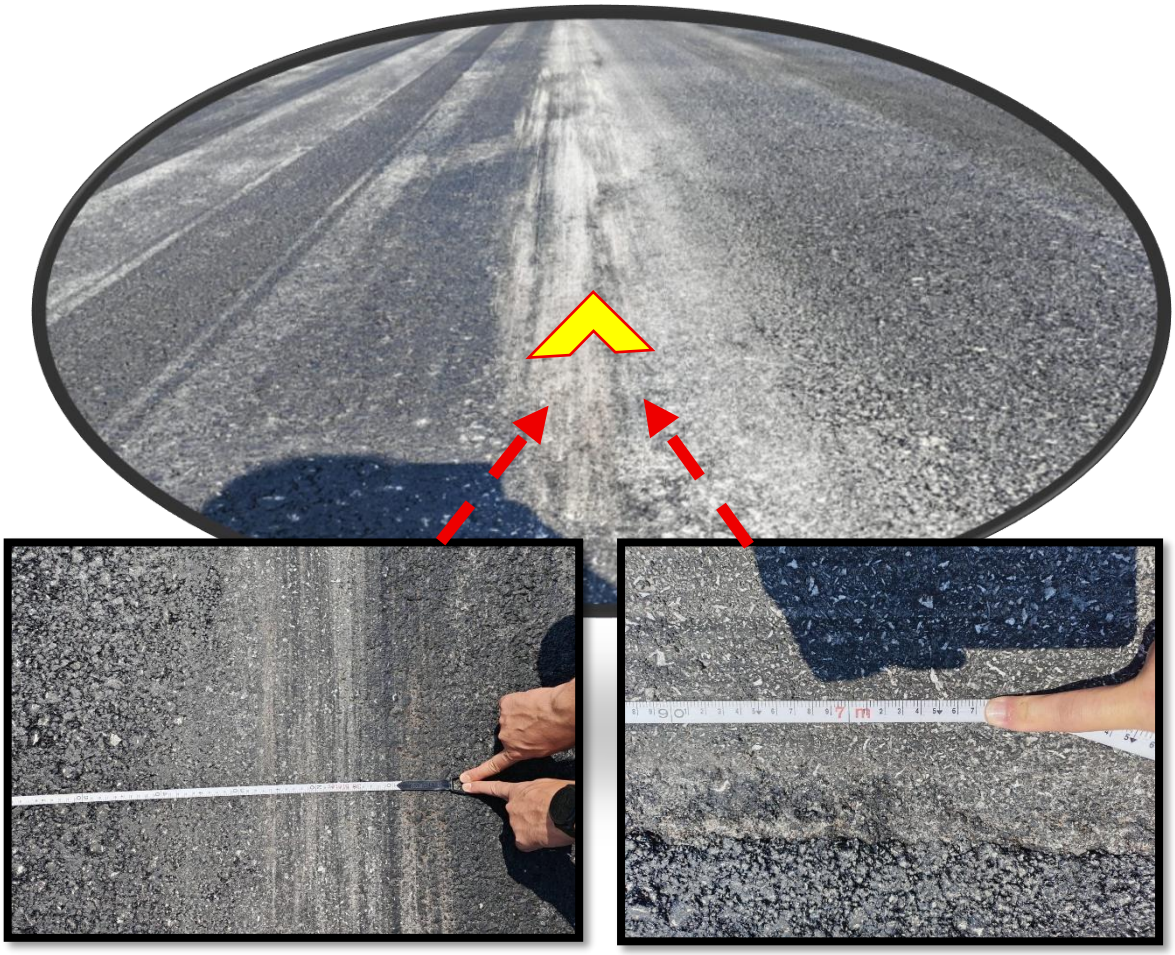


Figure 6: Measurement of the Runway Contact Mark Following the Tail Strike

The runway contact mark at *Figure 6* extended approximately 7 meters in length, with its width varying along the affected area. The mark consisted of surface scraping and light-coloured abrasion/deposits on the asphalt pavement, aligned generally with the aircraft's direction of travel. Measurements and photographs of the mark were taken during the site examination for further correlation with the damage observed on the lower aft fuselage.

The aircraft remained intact following the occurrence, with no major components or parts detached from the aircraft and no wreckage distribution on the runway. There was also no reported damage to aerodrome infrastructure or other property. The runway marks and aircraft damage will be further examined and correlated with the recorded flight data as part of the ongoing investigation.

1.13 Medical and Pathological Information

To be included in the Final Report.

1.14 Fire

There was no evidence of fire, smoke or explosion before, during or after the occurrence. Following the successful second landing, the aircraft taxied safely to the parking stand and no firefighting or emergency fire suppression action was required.

1.15 Survival Aspects

To be included in the Final Report.

1.16 Tests and Research

To be included in the Final Report.

1.17 Organisational and Management Information

Malindo Airways Sdn. Bhd. doing business as Batik Air Malaysia, is a Malaysian commercial air operator providing scheduled domestic, regional and international passenger services. The airline operates from Kuala Lumpur as its principal hub and forms part of the wider Lion Air Group.

As of July 2026, Batik Air Malaysia operated a mixed narrow body and wide body fleet of approximately 48 aircraft, comprising the Boeing 737-800, Boeing 737-8 and Airbus A330-300. The Boeing 737 fleet is primarily utilised for domestic and regional services, while the Airbus A330-300 provides higher passenger capacity and range for selected international operations. The fleet composition may vary as aircraft are introduced, transferred, leased or withdrawn from operational service.

Batik Air Malaysia operates under a hybrid airline business model, combining characteristics of full service and low-cost airline operations. The airline offers different fare categories and levels of passenger service, including Economy Class and Business Class on selected aircraft, together with options for checked baggage, meals and other passenger services. Its operating model supports domestic connectivity as well as regional and international services across Southeast Asia and other international destinations.

1.18 Additional Information

No additional information relevant to the occurrence is available at this stage of the investigation.

1.19 Useful or Effective Investigation Techniques

To be included in the Final Report.

2.0 ANALYSIS

To be included in the Final Report.

3.0 CONCLUSION

3.1 Findings

3.1.1 Flight Crew

i. The Pilot in Command (PIC) held a valid Airline Transport Pilot Licence (ATPL), a valid Class 1 Medical Certificate and the appropriate Boeing 737 type qualification. The PIC had sufficient experience on the aircraft type and had received an adequate rest period prior to the occurrence.

ii. The Second Officer, who was the Pilot Flying (PF) during the initial approach and landing, held a valid Commercial Pilot Licence (CPL), a valid Class 1 Medical Certificate and the appropriate Boeing 737 type qualification. The Second Officer had also received an adequate rest period prior to the occurrence.

3.1.2 Aircraft

i. The Boeing 737-8, registration 9M-LRH, held valid Certificates of Registration (CoR) and Airworthiness (CoA) at the time of the occurrence. The aircraft was therefore duly authorised for operation and maintained in accordance with the applicable airworthiness and maintenance requirements.

ii. During the initial landing attempt on Runway 25, the aircraft experienced a hard landing followed by a tail strike, resulting in damage to the lower aft fuselage.

3.1.3 Flight Operation

i. The aircraft was conducting an ILS approach to Runway 25 at Kuching International Airport. At approximately 40 to 50 ft above the runway, an aural glide slope warning was annunciated, following which the aircraft did not achieve an effective flare and made a hard landing.

ii. Following the hard landing and tail strike, the PIC assumed control of the aircraft and initiated a go-around. The aircraft subsequently conducted a second approach and landing, which were completed successfully, after which it taxied safely to the parking stand.

3.1.4 Occupants and Damage

i. There were 101 occupants on board, comprising six crew members and 95 passengers, and no injuries were reported.

ii. The aircraft sustained scraping, abrasion, and localised structural damage to the lower aft fuselage as a result of runway contact during the tail strike. No damage to aerodrome infrastructure or other property was reported.

3.2 Probable Cause

To be included in the Final Report.

4.0 IMMEDIATE SAFETY ACTIONS

The Operator

i. It is recommended that Batik Air Malaysia review and enhance its Boeing 737 flight crew training and Standard Operating Procedures (SOPs) for approach and landing operations, with particular emphasis on the following:

a. Recognition and management of abnormal or unstable approach and landing conditions.

b. Effective management of startle and surprise effects during critical phases of flight.

c. Appropriate recovery procedures following a hard or bounced landing.

d. Timely go-around decision-making when a safe landing cannot be assured.

e. Clear criteria for the Pilot in Command (PIC) to assume control when corrective action by the Pilot Flying (PF) is not timely or effective.

(AAIB Recommendation: SR SI08/26-1)

ii. It is recommended that Batik Air Malaysia strengthen its recurrent Crew Resource Management (CRM) and simulator training for flight crew monitoring and intervention during critical phases of flight, with emphasis on clear intervention criteria and appropriate call-outs for the Pilot Monitoring (PM) to intervene or assume control when an unsafe flight path, excessive descent rate or abnormal landing condition develops.

(AAIB Recommendation: SR SI08/26-2)

Investigator-in-charge
AAIB
Ministry of Transport, Malaysia

APPENDIX A

C of R Certificate

CAAM/AW/7101-00 250423

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
CIVIL AVIATION AUTHORITY OF MALAYSIA

No. Perakuan / *Certificate No.*: **AR/22/023**

PERAKUAN PENDAFTARAN
CERTIFICATE OF REGISTRATION

1. Tanda-Tanda Kenegaraan dan Pendaftaran *Nationality and Registration Marks*	2. Pembuat dan Nama Sebutan Kapal Udara *Manufacturer and Manufacturer's Designation of Aircraft*	3. Nombor Siri Kapal Udara *Aircraft Serial Number*
9M-LRH	**THE BOEING COMPANY** **737-8**	**43017**

4a. **Dikeluarkan Kepada:** *Issued To:* **MALINDO AIRWAYS SDN. BHD. DBA BATIK AIR**

Asas Pendaftaran: *Basis of Registration:*

- ☒ **Pemilikan Kapal Udara** *Ownership of Aircraft*
- ☐ **Pengendali Kapal Udara** *Operator of Aircraft*
- ☐ **Lain-lain (Nyatakan):** *Other (Explain):*

4b. **Alamat Pemegang Perakuan:** *Address of Certificate Holder:*

LEVEL 13, MENARA 1 SENTRUM
201, JALAN TUN SAMBANTHAN
BRICKFIELDS
50470
W.P. KUALA LUMPUR
MALAYSIA

5. **Nama dan Alamat Pemunya, Jika Berbeza dengan Pemegang Perakuan:** *Name and Address of Owner, If Different from Certificate Holder:*

WELLINGTON LEASING NO. 65 LIMITED
2ND FLOOR, EMBASSY HOUSE
HERBERT PARK LANE
ANGLESEA ROAD
DUBLIN 4
DUBLIN
IRELAND

6. **Adalah dengan ini diperakui bahawa kapal udara yang diperihalkan di atas telah dimasukkan ke dalam Daftar Kapal Udara menurut Konvensyen Penerbangan Awam Antarabangsa bertarikh 7 Disember 1944 dan Akta Penerbangan Awam 1969, dan peraturan-peraturan yang dikeluarkan di bawahnya.**

It is hereby certified that the above described aircraft has been duly entered on the Aircraft Register in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the Civil Aviation Act 1969 and regulations issued thereunder.

AIR 33
DATO' CAPTAIN NORAZMAN BIN MAHMUD
b/p Pihak Berkuasa Penerbangan Awam Malaysia
for Civil Aviation Authority of Malaysia

Tarikh Dikeluarkan: *Date of Issue:* 04-JUL-2025

Tempoh Sah Laku: *Validity Period:* 22-JUL-2025 — 21-JUL-2028

7. **Catatan:** *Remarks:* AIRCRAFT REGISTERED PURSUANT TO REGULATION 6(4) OF CIVIL AVIATION REGULATIONS 2016. AIRCRAFT LEASE EXPIRES ON 21-JUL-2034.

Tiada apa-apa jua tulisan atau catatan boleh dibuat dalam Perakuan ini kecuali oleh Pihak Berkuasa Penerbangan Awam Malaysia
No entries or endorsement may be made in this Certificate except by Civil Aviation Authority of Malaysia

APPENDIX B

C of A Certificate

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
CIVIL AVIATION AUTHORITY OF MALAYSIA

PERAKUAN KESELAMATAN TERBANG
CERTIFICATE OF AIRWORTHINESS

Tanda-Tanda Kenegaraan dan Pendaftaran *Nationality and Registration Marks*	Pembuat dan Nama Sebutan Kapal Udara *Manufacturer and Manufacturer's Designation of Aircraft*	Nombor Siri Kapal Udara *Aircraft Serial Number*
9M-LRH	THE BOEING COMPANY 737-8	43017

Kategori / *Category*: **14 CFR PART 25 TRANSPORT CATEGORY AIRPLANES**

Perakuan Keselamatan Terbang ini dikeluarkan menurut Konvensyen Penerbangan Awam Antarabangsa bertarikh 7 Disember 1944 dan Akta Penerbangan Awam 1969 dan peraturan-peraturan yang dikeluarkan di bawahnya, untuk kapal udara yang tersebut di atas yang didapati layak untuk terbang jika disenggarai dan dikendalikan menurut peraturan peraturan yang tersebut, dan had-had penerbangan yang bersabit.

This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and with the Civil Aviation Act 1969 and regulations issued thereunder, in respect of the above-mentioned aircraft, which is considered to be airworthy if maintained and operated in accordance with foregoing regulations and pertinent operating limitations.

Tarikh dikeluarkan / *Date of issue*: **22-Jul-2026**

Tarikh tamat tempoh / *Date of expiry*: **21-Jul-2027**

DATO' CAPT. NORAZMAN BIN MAHMUD
Pihak Berkuasa Penerbangan Awam Malaysia
Civil Aviation Authority of Malaysia

Tiada apa-apa jua tulisan atau catatan boleh dibuat dalam Perakuan ini kecuali oleh Pihak Berkuasa Penerbangan Awam Malaysia.
No entries or endorsement may be made in this Certificate except by Civil Aviation Authority of Malaysia.

APPENDIX C

Tail Strike Damage Photographs