
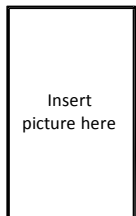
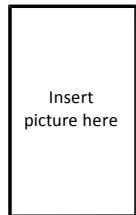
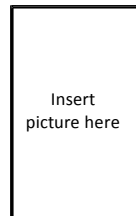
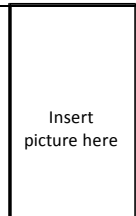


## HIRARC REGISTER

|               |                |
|---------------|----------------|
| Document No.: | GALAXY-HSE-SMS |
| Release date: | 10 Dec 2019    |
| SMS Page:     | APPENDIX C     |

|                    |                           |                 |             |               |              |              |   |
|--------------------|---------------------------|-----------------|-------------|---------------|--------------|--------------|---|
| HIRARC NO.:        | GAM/SMS/H-81(19)          | Date conducted: | 09 Dec 2019 | Conducted by: | Nizam (SM)   | Approved by: | Mohammad Nizam Jaafar   |
| Process/ Location: | CAMO capability for AW139 | Revision:       | 0           | Received By:  | Salman (QAM) | Signature:   |  |

| No. | Hazard Identification  |   |   |   | Risk Assessment |             |                                | Risk Control   |   |                  |  |
|-----|--|---|---|---|-----------------|-------------|--------------------------------|--|---|------------------|--|
|     | Workplace/ Activity  | Hazard  | Consequences/ Effects   | Likelihood  | Severity        | Risk Rating | Existing Risk Control (if any) | Recommended and additional Control   | PIC   | Status/ Remarks  |  |
| 1   | <br>Insert picture here   | To add rating on CAMO capability for aircraft type AW139 helicopter, belong to Jabatan Bomba (JBPM) been handed over to GAM for transition on the C of A      | Transition of capability will implicate interest of the company with non-compliance with authority regulation                   | The company can't achieve their business opportunities and commercial values            | 4               | D           | <b>4D</b>                      | <b>Admin. Control:</b><br>Refer to SMS Manual Part 14.2 (Process of management of change MOC)            | <b>Admin. Control:</b><br>Introduce a MOC checklist to Identify gaps and weaknesses in execution process            | QAM<br>SM        | Risk reduced to <b>3E</b> after existing and additional control measure and find on acceptable level |
| 2   | <br>Insert picture here   | An appropriate and adequate storage area for aircraft record and publication (vault room) and locker (compactor) as required.                                 | The inappropriate document storage which lead to be an unsafe storage condition   | The document will be exposed to environmental deterioration, lost and safety issues     | 4               | C           | <b>4C</b>                      | <b>Admin. Control:</b><br>Refer to MOE Part 2.14.2 (Control of record file)                              | <b>Admin. Control:</b><br>To observe for the storage availability and adequate space as required                    | QAM<br>SM<br>CAM | Risk reduced to <b>2C</b> after additional control measure and find on acceptable level after review |
| 3   | <br>Insert picture here  | An appropriate authorized personnel (ARS) is required to performing an assigned task and adequate manpower on planning, tech records and publication section. | Reduction of ability to perform a prescribe function due to lack of adequate manpower which lead to unsafe working condition    | Difficulty to perform a task as per job assigned and will implicate the a/c operation   | 4               | C           | <b>4C</b>                      | <b>Admin. Control:</b><br>Refer to AN 6102 para 10.0 (Airworthiness review staff) Para 10.2              | <b>Admin. Control:</b><br>To observe the nominated ARS and manpower resource are adequate as required               | QAM<br>CAM       | Risk reduced to <b>2C</b> after additional control measure and find on acceptable level after review |
| 4   | <br>Insert picture here | An appropriate training required to nominated ARS and CAMO staff to perform an assigned task and familiar with the changes on AW139 variation.                | Reduction of ability to perform a prescribe function due to lack and adequate training as per required to perform task assigned | Difficulty to perform a task as per task assigned and may implicate the aircraft safety | 2               | E           | <b>2E</b>                      | <b>Admin. Control:</b><br>Refer to MOE Part 3.4 (Certifying staff qualification and training procedures) | <b>Admin. Control:</b><br>An additional related (gen. fam) AW139 training required to enhance personal capabilities | QAM<br>CAM       | Risk reduced to <b>1E</b> after existing and additional control measure and find on acceptable level |