

CRISIS MANAGEMENT MINUTES OF MEETING – 05/23

Meeting Title:	9M-JPM INCIDENT – Aircraft Spinning During Taxiing
Date of Meeting:	24 May 2023
Time:	0930 hours
Location:	Jade Room, GAM OC
Chairperson:	Omar bin Ahmad (Quality Assurance Manager)
Attendee:	<ol style="list-style-type: none"> 1. Wan Ahmad Fadhil bin Wan Mohd Fauzi (Quality Assurance Inspector) 2. Wan Izahan Zameeree Ishak (Safety & Health Manager) 3. Ainudin Fazrin bin Anuar (EIC PGU AW139) 4. Sukumar A/L Ponnudurai (LAE) 5. Mohamed Fazil Noorul Ameen (LAE) 6. Amir bin Abdullah (Deputy CAM Manager) 7. Mustaqim bin Mofty (Safety Executive)

Meeting Objective
To carry out investigation and determine root cause analyses on the incident. 9M-JPM aircraft spinning during taxiing.

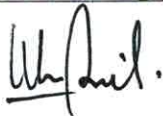
No.	Remarks																
1.0	<p>Welcoming</p> <p>Chairman welcoming everyone with thanks to all for being present at the meeting even though in short notice.</p>																
2.0	<p>Introduction</p> <p>To discuss the incident of 9M-JPM aircraft spinning during taxiing post Main Rotor Track & Balance check.</p>																
3.0	<p>Incident Information</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Incident Date</td> <td>20 May 2023</td> </tr> <tr> <td>Incident Time</td> <td>1100H</td> </tr> <tr> <td>Aircraft Type</td> <td>AW139</td> </tr> <tr> <td>Aircraft Registration</td> <td>9M-JPM</td> </tr> <tr> <td>Serial Number</td> <td>31899</td> </tr> <tr> <td>Owner</td> <td>PASUKAN GERAKAN UDARA (PGU) – POLIS DIRAJA MALAYSIA</td> </tr> <tr> <td>Operator</td> <td>PASUKAN GERAKAN UDARA (PGU) – POLIS DIRAJA MALAYSIA</td> </tr> <tr> <td>Detail Incident</td> <td> <p>Aircraft departed from PGU Hangar at 1100 Hrs for a Rotor Track Balancing flight test with 5 Person on Board. During air taxi after approach to land phase at around 1130 Hrs and about to exit taxiway A, the aircraft unexpectedly veered to the right and spun violently for about 30 seconds. On initial spinning, autopilot disconnect aural alert were heard. "Don't Sink" and "Terrain" aural alerts were heard. Wind speed were at 5-6 knots with altitude of 15-20ft. OAT observed to be at 30°C verbally reported by Pilot. The pilots lost control of the tail rotor during the spinning phase but managed to regain control by adjusting the collective while still spinning.</p> <p>The pilots then selected a suitable location for a safe descent and landing. Aircraft is then ground taxied to apron and engines shut down at around 1145 hrs.</p> </td> </tr> </table>	Incident Date	20 May 2023	Incident Time	1100H	Aircraft Type	AW139	Aircraft Registration	9M-JPM	Serial Number	31899	Owner	PASUKAN GERAKAN UDARA (PGU) – POLIS DIRAJA MALAYSIA	Operator	PASUKAN GERAKAN UDARA (PGU) – POLIS DIRAJA MALAYSIA	Detail Incident	<p>Aircraft departed from PGU Hangar at 1100 Hrs for a Rotor Track Balancing flight test with 5 Person on Board. During air taxi after approach to land phase at around 1130 Hrs and about to exit taxiway A, the aircraft unexpectedly veered to the right and spun violently for about 30 seconds. On initial spinning, autopilot disconnect aural alert were heard. "Don't Sink" and "Terrain" aural alerts were heard. Wind speed were at 5-6 knots with altitude of 15-20ft. OAT observed to be at 30°C verbally reported by Pilot. The pilots lost control of the tail rotor during the spinning phase but managed to regain control by adjusting the collective while still spinning.</p> <p>The pilots then selected a suitable location for a safe descent and landing. Aircraft is then ground taxied to apron and engines shut down at around 1145 hrs.</p>
Incident Date	20 May 2023																
Incident Time	1100H																
Aircraft Type	AW139																
Aircraft Registration	9M-JPM																
Serial Number	31899																
Owner	PASUKAN GERAKAN UDARA (PGU) – POLIS DIRAJA MALAYSIA																
Operator	PASUKAN GERAKAN UDARA (PGU) – POLIS DIRAJA MALAYSIA																
Detail Incident	<p>Aircraft departed from PGU Hangar at 1100 Hrs for a Rotor Track Balancing flight test with 5 Person on Board. During air taxi after approach to land phase at around 1130 Hrs and about to exit taxiway A, the aircraft unexpectedly veered to the right and spun violently for about 30 seconds. On initial spinning, autopilot disconnect aural alert were heard. "Don't Sink" and "Terrain" aural alerts were heard. Wind speed were at 5-6 knots with altitude of 15-20ft. OAT observed to be at 30°C verbally reported by Pilot. The pilots lost control of the tail rotor during the spinning phase but managed to regain control by adjusting the collective while still spinning.</p> <p>The pilots then selected a suitable location for a safe descent and landing. Aircraft is then ground taxied to apron and engines shut down at around 1145 hrs.</p>																

No.	Topic	Discussion	Remarks
4.0	Root Cause	a) Materials	
		b) Method	
		c) Environment – Suspected cross wind as verbally reported	Awaiting analysis on LHD
		d) Machines – Tail rotor failure	Awaiting analysis on LHD
		e) Man	
5.0	Corrective Action	a) The aircraft immediately quarantine after the incident in PGU hangar b) Inspection on Conditional inspection carried out as per AMP 39-A-00-70-05A-28AA-A <ul style="list-style-type: none"> i. MFDR data download shown over torque on transmission. Awaiting feedback from LHD. ii. Engine DCU data downloaded and consult with PW. Advised by PW, the over torque within Limit c) HUMS data analysis show no incident.	Aircraft remain quarantine until LHD complete the analysis.
6.0	Preventive Action	a) TBA until root course identified.	
7.0	Reporting	a) MOR issued and reported to CAAM on 21 May 2023	GAM Ref: MOR/2023/03 CAAM Ref: MOR 324/23
8.0	Financial Cost	a)	

Closing

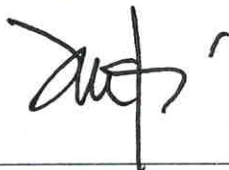
The meeting end at 1100 hours.

The minute of meeting prepared by



WAN AHMAD FADHIL BIN WAN MOHD FAUZI

The minute of meeting verified by



OMAR BIN AHMAD