

Part A: Hazard identification

1. Area/Process/Activity PLPGU Ipoh/ Cessna 172S Aircraft 9M-PSU (172S9525).	
2. Date/time of hazard detection 12 January 2024	3. Source: e.g., MOR/VOR/surveillance etc. GAM/SMS/H-02(24)
4. Description of hazard Perform airworthiness flight test.	
5. Category <input type="checkbox"/> ORG <input type="checkbox"/> ENV <input type="checkbox"/> HUM <input checked="" type="checkbox"/> TEC	
6. Sub-category (as per taxonomy) Technical- Air Operation	
7. Location(s) PLPGU Ipoh	

Part B: Risk Assessment and Mitigation

8. Unsafe Event / Ultimate Consequences 1. Aircraft system malfunction during flight test/ Aircraft major damage
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Description of Existing Preventive Control

9. Probability value 1	10. Severity value B
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11. Safety risk index 1B

12. Safety risk tolerability <input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Tolerable <input type="checkbox"/> Intolerable

13. Safety risk mitigation strategy <input type="checkbox"/> Elimination <input checked="" type="checkbox"/> Mitigation <input type="checkbox"/> Avoidance
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1.	1. Perform all scheduled maintenance as per the Approved Aircraft Maintenance Program (AMP) (Refer to App 01).	1.
2.	2. Maintenance performed by qualified maintenance personnel (refer to App 02)	2.
	3. Airworthiness flight test performed by qualified flight crew (refer to App 03).	
	4. Issue permit to fly as per Continuing Airworthiness Management Exposition (CAME) & Continuing Airworthiness Management Procedure (CAMP).	

14. Monitoring: potential means for monitoring the effectiveness of mitigations

1. Workpack 9M-PMF 18071
2. AMP RMPAOF/CAMO/AMP/AW139 Issue 03 rev.0

Description of New Preventive Control

15. Probability value 1

16. Severity value B

17. Safety risk index : 1B

18. Safety risk tolerability

Acceptable Tolerable Intolerable

19. Safety risk mitigation strategy

Avoidance Segregation Reduction

1.

1.

1. Daily inspections carried out by a qualified maintenance personnel to check that all systems operate properly.
2. A thorough pre-flight run-up by a qualified and experienced flight crew member to check all systems operate properly.
3. To perform airworthiness flight test under daytime Visual Flight Rules (VFR) without Instrument Meteorological Condition (IMC) only.
4. To perform airworthiness flight test with the flight crew only.

20. Monitoring: potential means for monitoring the effectiveness of mitigations

1. N/A

Description of Existing Recovery Measure

21. Probability value 1

22. Severity value B

23. Safety risk index: 1B

24. Safety risk tolerability

Acceptable Tolerable Intolerable

25. Safety risk mitigation strategy

Elimination Mitigation Avoidance

1.	1. Return to base (RTB)	1.
2.	2. Follow an emergency procedure as per the Pilot Operating Handbook (POH).	

26. Monitoring: potential means for monitoring effectiveness of mitigations

1. Pilot Operating Handbook (POH)

Description of New Recovery Measure

27. Probability value 1

28. Severity value B

29. Safety risk index: 1B

30. Safety risk tolerability

Acceptable

Tolerable

Intolerable

31. Safety risk mitigation strategy

Elimination

Mitigation

Avoidance

1.

1. Inform the Air Traffic Controller (ATC)

1.

32. Monitoring: potential means for monitoring effectiveness of mitigations

1. N/A

Documents Attached (As Indicated Below):

Document	Yes/ No
Completed HIRM Worksheet.	Yes
Evidence of implementation (documents, drawings, references, standards, exceptions, etc.), if any	Yes

Prepared by: Nur Ain Solehah

Designation: Safety Executive

Signature: 

Approved by: Wan Izahan Zameree

Ishak

Designation: Safety Manager

Signature: 

Date: 18 January

2024