



CIVIL AVIATION AUTHORITY OF MALAYSIA

MANDATORY OCCURRENCE REPORT (MOR) – AIRWORTHINESS ASPECT

(Civil Aviation Regulation 2016)

SECTION 1 – SUBMITTER INFORMATION			
1.1	Date of Occurrence	:	22 November 2022
1.2	Aircraft Registration	:	9M-GAS
1.3	Submitter Type	:	AMO - Part 145
1.4	Organisation Approval / AML Number	:	AMO/2016/02
1.5	Submitter's Designated MOR Reference No.	:	MOR/2022/08
SECTION 2 – ADDITIONAL INFORMATION			
2.1	If Submitter Type is CAMO/CAO	:	General Aviation – Private Operation
2.2	If Submitter Type is AMO (Part 145/ Part M Subpart F)/ AML Holder	:	Line and Base
2.3	If Submitter Type is POA	:	Choose an item.
SECTION 3 – MAJOR EQUIPMENT IDENTITY			
3.1 AIRCRAFT DETAILS			
(a)	Manufacturer/TC Holder	:	AIRBUS HELICOPTER
(b)	Type/Model	:	EC120B
(c)	Serial Number	:	1098
(d)	Total Time Since New TTSN (Hours)	:	3663:41
(e)	Total Cycles Since New TCSN	:	4822
3.2 ENGINE DETAILS			
(a)	Manufacturer/TC Holder	:	SAFRAN
(b)	Type/Model	:	ARRIUS 2F
(c)	Serial Number	:	34077
(d)	TTSN/TTSO (Hours)	:	4621:24 /
(e)	TCSN/TCSO	:	3964.44 /
3.3 PROPELLER DETAILS			
(a)	Manufacturer/TC Holder	:	N/A
(b)	Type/Model	:	
(c)	Serial Number	:	
(d)	TTSN/TTSO (Hours)	:	/
(e)	TCSN/TCSO	:	/

SECTION 4 - PROBLEM DESCRIPTION

At approximately 1600Hrs, an LAE approached aircraft EC120B (9M-GAS) for 25H inspection. He noticed that a tail boom maintenance step platform was positioned and touched nose of aircraft. Red Main Rotor Blade was noticed to be hit by platform handrail. Immediate inspection showed that the platform was not secured/locked. A thorough inspection on the aircraft was carried out. The defects found were as below:

1. Windshield scratch (Attachment 1).
2. Nose deep scratch. (Attachment 2).
3. Red main rotor Blade trim tab damage. (Attachment 3)
4. Upper red main rotor blade scratch. (Attachment 4).

Based on CCTV footage, the maintenance step platform was swung by strong wind approximately 15 feet and hit the aircraft.

SECTION 5 – MOR INFORMATION

5.1	ATA Code	:	62 MAIN ROTOR
5.2	Sub ATA Code	:	NIL
5.3	How Discovered	:	O – Other Specify if other: VISUAL CONTACT
5.4	Nature of Condition	:	O – Other Specify if other: MAINT. STEP HITS AIRCRAFT INSIDE HANGAR
5.5	Precautionary Procedures	:	O – Other Specify if other: AFFECTED AIRCRAFT GROUNDED

SECTION 6 – SUPPORTING DOCUMENT DETAILS (AMM, AD, SB, CAME, MOE, ETC, DIRECTLY RELEVANT TO OCCURRENCE)

6.1	Type of Document	:	<input type="checkbox"/> Hardcopy <input checked="" type="checkbox"/> Softcopy
6.2	Document Name	:	Occurrence Report
6.3	Document Reference Number	:	GAM/Q-038

SECTION 7 – SPECIFIC PART OR STRUCTURE CAUSING DIFFICULTY

7.1	Part Name	:	MAIN ROTOR BLADE
7.2	Part No.	:	C621A100610
7.3	Part Condition	:	New
7.4	Time Since (Hours)	:	498:41 <input type="checkbox"/> Repair <input type="checkbox"/> Inspection
7.5	Manufacturer’s Name	:	N/A
7.6	Serial No.	:	259
7.7	Part Detect Location	:	Others (Please state)
7.8	*If other location (please specify)	:	nil
7.9	TTSN/TTSO (Hours)	:	498:41 /
7.10	TCSN/TCSO	:	NA /

SECTION 8 – COMPONENT ASSEMBLY THAT INCLUDES DEFECTIVE PART

8.1	Component Name	:	N/A
8.2	Part No.	:	
8.3	Model Number	:	
8.4	Time Since (Hours)	:	<input type="checkbox"/> Repair <input type="checkbox"/> Inspection

- 8.5 Manufacturer's Name :
- 8.6 Serial No. :
- 8.7 Location :
- 8.8 TTSN/TTSO (Hours) :
- 8.9 TCSN/TC SO :
- 8.10 Is the part rotatable : YES NO

SECTION 9 – DECLARATION

9.1 I hereby declare that all the particulars given above are true and correct.

- 9.2 Submitter's Name :
- 9.3 Contact Number :
- 9.4 Email Address :

CAAM OFFICIAL (MOR Coordinator)

Received by : Date :

CAAM Designated MOR Reference Number :

CAAM Designated MOR Reference Number : [MOR Reference Number]

CAAM OFFICIAL (Inspector)

Assessment

(Detail out how assessment is carried out; desktop review, interviews, site inspection, etc. and the conclusion of the assessment).

Click or tap here to enter text.

Action

(State Inspector's recommended immediate corrective action conveyed to the organisation or state the acceptable immediate corrective action taken by the organisation).

Click or tap here to enter text.

Inspector's Signature :

Date : Insert date

Inspector's Name / Stamp :

INSTRUCTIONS

SECTION 1 – SUBMITTER INFORMATION	
1.5	Submitter must assign its own MOR reference number for the purpose of document control.
SECTION 4 – PROBLEM DESCRIPTION	
	Describe the occurrence in chronological order including any mishaps that occurred or hazard that it presents.
SECTION 5 – MOR INFORMATION	
5.2	Refer to the Sub ATA Code listed in CAGM 8503.
SECTION 6 – SUPPORTING DOCUMENT DETAILS	
6.2	Related document that helps illustrates the occurrence.
SECTION 7 – SPECIFIC PART OR STRUCTURE CAUSING DIFFICULTY	
7.1	Specific part or structure being the cause or contribute to the cause of the occurrence.
	<i>*Note: if the detail information was not able to be acquired within 48 hours of the occurrences for the compilation of the report, the detail shall be included in the pre-analysis report of the occurrence.</i>
SECTION 8 – COMPONENT ASSEMBLY THAT INCLUDES DEFECTIVE PART	
8.1	The component assembly that contains a defective part that cause the occurrence.
	<i>*Note: if the detail information was not able to be acquired within 48 hours of the occurrences for the compilation of the report, the detail shall be included in the pre-analysis report of the occurrence.</i>