

## CRISIS MANAGEMENT MINUTES OF MEETING – 02/23

<b>Meeting Title:</b>	M72-01 Engine #2 Potential FOD
<b>Date of Meeting:</b>	16 Jan 2023
<b>Time:</b>	0900H – 1000H
<b>Location:</b>	Emerald Room, GAM OC
<b>Chairperson:</b>	Omar bin Ahmad – Quality Assurance Manager
<b>Attendee:</b>	<ol style="list-style-type: none"> <li>1. Ismail Bin Sulaiman (Chief Operation Officer - COO)</li> <li>2. Wan Izahan Zameeree Ishak (Safety &amp; Health Manager – SHM)</li> <li>3. Azillah bin Matap (Deputy Engineering Manager – Deputy EM)</li> <li>4. Nurulazhan bin Sallehuddin (Senior Maintenance Manager – APMM)</li> <li>5. Rezduan bin Anor Bashah (Maintenance Manager – APMM)</li> <li>6. Mohd Shazalie Ramli (CAMO Planning Executive – APMM)</li> <li>7. Mustaqim Mofty (Safety Executive)</li> <li>8. Wan Ahmad Fadhil bin Wan Ahmad Fauzi (Quality Assurance Inspector)</li> <li>9. Muhammad Izzuddin bin Ibeharm (Quality Assurance Inspector)</li> </ol>

<b>Meeting Objective</b>
To carry out investigation and determine root cause analyses on the incident. Potential FOD on M72-01 Engine #2

No.	Remarks
1.0	<p><b>Welcoming</b></p> <p>Chairman welcoming everyone with thanks to all for being present at the meeting even though in short notice.</p>
2.0	<p><b>Introduction</b></p> <p>To discuss the incident of M72-01 Engine #2 potential FOD</p>
3.0	<p><b>Incident Information</b></p> <p>Incident Date            15 Feb 2023            Incident Time            1740H            Aircraft Type             AW139            Aircraft Registration    M72-01            Serial Number</p> <p>Owner                        Agensi Penguatkuasa Maritim Malaysia (APMM)            Operator                    Agensi Penguatkuasa Maritim Malaysia (APMM)            Detail Incident            On 15<sup>th</sup> February 2023 at 1740H, during Airworthiness Check (Post Flight) on aircraft M72-01 at MMEA Subang Hangar after EGR, compressor wash and aircraft wash as normal operation, It was found nick at compressor blade with naked ayes through the Air Intake Inlet screen at engine no 2.</p> <p>Further Inspection using bore-scope on the leading edge of 1<sup>st</sup> stage rotor axial compressor blade found badly damaged with dented and nick. The Inspection have been observed by Quality and Safety Officer.</p> <p>External Inspection at engine assembly, engine cowling and aircraft surrounding and no other abnormalities were found.</p>

No.	Remarks
	<p>Inspection was carried out at Engine no 1 external and internal at 1<sup>st</sup> stage rotor axial compressor blade and no abnormalities were found.</p> <p>The aircraft was quarantined at MMEA Hangar for further investigation and inspection.:</p>

No.	Topic	Discussion	Remarks
4.0	Root Cause	a) Materials Not applicable	
		b) Method Not applicable	
		c) Environment Potential FOD	
		d) Machines TBD	
		e) Man TBD	
5.0	Corrective Action	a) Aircraft was grounded after defect identified	
		b) Borescope Inspection carried out on the affected engine	
		c) Consult with PW representative for recommended corrective action	
		d) CVR/FDR/DCU data downloaded	
6.0	Preventive Action	a) To carry out engine oil consumption analysis for the affected engine	
		b) To carry out engine borescope inspection on other APMM aircraft	
		c) Safety Department to carry out Risk Assessment	
7.0	Reporting	a) To raise SOR to DGTA	Action - SMM

**Closing**  
The meeting end at 1000 hours.

**The minute of meeting prepared by**

 	<p>MUHAMMAD IZZUDDIN BIN IBEHARIM</p>
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**The minute of meeting verified by**

 	<p>OMAR BIN AHMAD</p>
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