



# CIVIL AVIATION AUTHORITY OF MALAYSIA

## SAFETY REPORTING FORM

### MANDATORY OCCURRENCE REPORTING (MOR)

Final Report

Report No:

MOR324/23

#### GENERAL INFORMATION

NAME: OMAR BIN AHMAD  
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REPORT STATUS: CLOSED

#### OCCURRENCE DATA

##### RISK GRADE

Safety Risk Index Range	Safety Risk Description	Recommended Action
5A, 5B, 5C, 4A, 4B, 3A	INTOLERABLE	Take immediate action to mitigate the risk or stop the activity. Perform priority safety risk mitigation to ensure additional or enhanced preventative controls are in place to bring down the safety risk index to tolerable.
5D, 5E, 4C, 4D, 4E, 3B, 3C, 3D, 2A, 2B, 2C, 1A	TOLERABLE	Can be tolerated based on the safety risk mitigation. It may require management decision to accept the risk.
3E, 2D, 2E, 1B, 1C, 1D, 1E	ACCEPTABLE	Acceptable as is. No further safety risk mitigation required.

1B

#### CORRECTIVE ACTION TAKEN (CAT)

[Empty area for corrective action taken]

## OCCURRENCE DATA

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### CORRECTIVE ACTION PLAN (CAP) / TEMPORARY MEASURES

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### ADDITIONAL CORRECTIVE ACTION TAKEN (ADDITIONAL FROM PREVIOUS CAP IF ANY)

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Root Cause: Crosswind

1. Aircraft was grounded due to the incident.
2. Technical Services raised Technical Query to OEM for recommended corrective action. Ref: PSE/TQ/2023/110289 (Appendix 1)
3. MFDR data & Engine DCU data submitted to OEM for analysis.
4. HUMS data uploaded to the Heliwise for analysis.
5. CAMO raised WO Ref: 9M-JPM-15745 for conditional inspection of Transmission Overtorque (Appendix 2)
6. Additional WO Ref 9M-JPM-15746 Visual Inspection of MGB Chip Detector for absence of particle (Appendix 3) & 9M-JPM-15756 GVI of Main & Tail Rotor Installation (Appendix 4) as requested by OEM.

### FINAL REPORTS

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Refer above