

## CRISIS MANAGEMENT MINUTES OF MEETING – 08/22

<b>Meeting Title:</b>	9M-PMD Engine Overtorque & Rotor High
<b>Date of Meeting:</b>	4 Aug 2022
<b>Time:</b>	1700 - 1820
<b>Location:</b>	Jade Meeting Room
<b>Chairperson:</b>	Omar Bin Ahmad (Quality Assurance Manager - QAM)
<b>Attendee:</b>	<ol style="list-style-type: none"> <li>1. Ismail Bin Sulaiman (Chief Operation Officer - COO)</li> <li>2. Syafrul Yamani Bin Safruddin (Engineering Manager - EM)</li> <li>3. Wan Izahan Zameeree Ishak (Safety &amp; Health Manager – SHM)</li> <li>4. Azillah bin Matap (Deputy Engineering Manager – Deputy EM)</li> <li>5. Amir Bin Abdullah (Deputy CAMM)</li> <li>6. Ahmad Mahmood bin Zaki (EIC)</li> <li>7. Muhammad Izzuddin bin Ibeharim (Quality Assurance Inspector)</li> </ol>

<b>Meeting Objective</b>
To carry out investigation and determine root cause analyses on the incident.


No.	Remarks
<b>1.0</b>	<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>
<b>2.0</b>	<p><b>Introduction</b></p> <p>Meeting was called due to incident occurred on AW139; S/N 31809; registration number 9M-PMD.</p>
<b>3.0</b>	<p><b>Incident Information</b></p> <p>Incident Date            02 Aug 2022  Incident Time            5:00 PM Local time  Aircraft Type            AW139  Aircraft Registration   9M - PMD  Serial Number            31809  Owner                      Royal Malaysia Police Air Operation Force  Operator                  Royal Malaysia Police Air Operation Force  Detail Incident            On August 02, 2022, around 1700H 9M-PMD was experiencing an "Over Torque" and "Rotor High" incident during training. When aircraft arrived at based on August 03, HUMS readings indicated transmission over torque (fault code XSMN OVTQ 00005-AEO). According to the downloaded MPFR data, torque value for engine #1 was 132.5% and engine #2 was 120.3%. Rotor High incident happened at UTC 9:49:10 which is 111.3% of NR1.</p> <p style="text-align: center;">Limitation All engine operative, TQ (121 thru 125% for 10 seconds)  ref: IETP 39-A-00-70-00-05A-28AA-A.</p>

No.	Topic	Discussion	Remarks
4.0	Root Cause	a) Materials NIL	
		b) Method NIL	
		c) Environment To be determined	
		d) Machines To be determined	
		e) Man Lack of communication	
5.0	Corrective Action	a) Aircraft DCU & HUMS download.	
		b) Aircraft MPFR downloaded and send to OEM for detail analysis.	
		c) Aircraft was grounded due to this event	
		d) Technical Query raised to Leonardo	Refer PSE/TQ/2022/75782
6.0	Preventive Action	a) Reported to Ketua Inspektorat Penerbangan PGU	
		b) Highlight during PGU Bi-weekly meeting on incident reporting	
		c) To check Maintenance Page history on aircraft MFD during out of base without HUMS download. Engineering Manager to raise Engineering Notice	
		d) Safety to perform Risk Assessment (HIRM)	
7.0	Reporting	a) Submit Mandatory Occurrence Report – Airworthiness Aspect (CAAM/AW/8503-01) to CAAM	
		b) To submit and present MOR Preliminary Analysis Report to CAAM.	


**Closing**

The meeting end at 1820 hours.

**The minute of meeting prepared by**

	MUHAMMAD IZZUDDIN BIN IBEHARIM
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**The minute of meeting verified by**

 OMAR BIN AHMAD Quality Assurance Manager Galaxy Aerospace (M) Sdn. Bhd (1040262-D)	OMAR BIN AHMAD
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