



# CIVIL AVIATION AUTHORITY OF MALAYSIA

## MANDATORY OCCURRENCE REPORT (MOR) – AIRWORTHINESS ASPECT

(Civil Aviation Regulation 2016)

SECTION 1 – SUBMITTER INFORMATION			
1.1	Date of Occurrence	:	19 July 2023
1.2	Aircraft Registration	:	9M-MTE
1.3	Submitter Type	:	CAMO
1.4	Organisation Approval / AML Number	:	CAMO/2016/01
1.5	Submitter's Designated MOR Reference No.	:	MOR/330/23/JUL/03
SECTION 2 – ADDITIONAL INFORMATION			
2.1	If Submitter Type is CAMO/CAO	:	Air Operator – Scheduled Operator
2.2	If Submitter Type is AMO (Part 145/ Part M Subpart F)/ AML Holder	:	Choose an item.
2.3	If Submitter Type is POA	:	Choose an item.
SECTION 3 – MAJOR EQUIPMENT IDENTITY			
3.1 AIRCRAFT DETAILS			
(a)	Manufacturer/TC Holder	:	AIRBUS
(b)	Type/Model	:	AIRBUS A330-300
(c)	Serial Number	:	1243
(d)	Total Time Since New TTSN (Hours)	:	49098
(e)	Total Cycles Since New TCSN	:	8132
3.2 ENGINE DETAILS			
(a)	Manufacturer/TC Holder	:	PRATT ENGINE
(b)	Type/Model	:	PW4170
(c)	Serial Number	:	P735083/P735076
(d)	TTSN/TTSO (Hours)	:	33370 / 36911
(e)	TCSN/TCSO	:	6591 / 6037
3.3 PROPELLER DETAILS			
(a)	Manufacturer/TC Holder	:	
(b)	Type/Model	:	
(c)	Serial Number	:	
(d)	TTSN/TTSO (Hours)	:	/
(e)	TCSN/TCSO	:	/

**SECTION 4 - PROBLEM DESCRIPTION****DESCRIPTION OF INCIDENT/OCCURENCE/ETOPS EVENT:**

9M-MTE return to bay due to ENG #1 stall and failed during Takeoff Roll.

**DETAILS OF INCIDENT:**

Low speed aborted Take Off due to ENG #1 stall after selection of Take Off thrust. The Flight Crew had reported ENG #1 Engine Gas Temperature (EGT) over limit followed by tailpipe fire is observed by the other aircraft.

**CORRECTIVE ACTION :**

Troubleshooting in progress.

MOR PREMILINARY ANALYSIS REPORT TO FOLLOW.

**SECTION 5 – MOR INFORMATION**

5.1	ATA Code	:	71 POWERPLANT	
5.2	Sub ATA Code	:		
5.3	How Discovered	:	V – Visual	Specify if other:
5.4	Nature of Condition	:	J – Warning Indication	Specify if other:
5.5	Precautionary Procedures	:	C – Aborted Take Off	Specify if other:

**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 type="checkbox"/> Softcopy
6.2	Document Name	:		
6.3	Document Reference Number	:		

**SECTION 7 – SPECIFIC PART OR STRUCTURE CAUSING DIFFICULTY**

7.1	Part Name	:	A330 PRATT ENGINE		
7.2	Part No.	:	PW4170		
7.3	Part Condition	:	ROTABLE		
7.4	Time Since (Hours)	:	33370	<input type="checkbox"/> Repair	<input type="checkbox"/> Inspection
7.5	Manufacturer's Name	:	PRATT ENGINE		
7.6	Serial No.	:	P735083		
7.7	Part Detect Location	:	Zone 500 – Left Wing		
7.8	*If other location (please specify)	:			
7.9	TTSN/TTSO (Hours)	:	33370 /		
7.10	TCSN/TCSO	:	6591 /		

**SECTION 8 – COMPONENT ASSEMBLY THAT INCLUDES DEFECTIVE PART**

8.1	Component Name	:	
8.2	Part No.	:	

8.3	Model Number	:			
8.4	Time Since (Hours)	:	<input type="text"/>	<input type="text"/>	<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	:	<input type="checkbox"/> YES	<input type="checkbox"/> NO	

**SECTION 9 – DECLARATION**

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

9.2	Submitter's Name	:	MUHAMMAD ZULKIFLI BIN SADRI
9.3	Contact Number	:	03-87772430
9.4	Email Address	:	muhammadzulkifli.sadri@malaysiaairlines.com

**CAAM OFFICIAL (MOR Coordinator)**

Received by	:	<input type="text"/>	Date	:	<input type="text"/>
CAAM Designated MOR Reference Number	:	[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>