



CIVIL AVIATION AUTHORITY OF MALAYSIA

MANDATORY OCCURRENCE REPORT (MOR) – AIRWORTHINESS ASPECT (Civil Aviation Regulation 2016)

SECTION 1 – SUBMITTER INFORMATION			
1.1	Date of Occurrence	:	9 September 2023
1.2	Aircraft Registration	:	9M-MXI
1.3	Submitter Type	:	CAMO
1.4	Organisation Approval / AML Number	:	CAMO/2016/01
1.5	Submitter's Designated MOR Reference No.	:	MOR/738/23/SEP/05

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	:	BOEING
(b)	Type/Model	:	737-800
(c)	Serial Number	:	40136
(d)	Total Time Since New TTSN (Hours)	:	33151
(e)	Total Cycles Since New TCSN	:	15766
3.2 ENGINE DETAILS			
(a)	Manufacturer/TC Holder	:	CFM
(b)	Type/Model	:	CFM56-7B
(c)	Serial Number	:	960973 / 960974
(d)	TTSN/TTSO (Hours)	:	30195 / 33151
(e)	TCSN/TCSO	:	15247 / 15766
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/OCCURRENCE/ETOPS EVENT :-**

9M-MXI returned to chock due to ENG #1 Fire Switch Red Warning light illuminated during the starting phase. The flight crew performed Non-Normal Checklist (NNC) by pulling the Fire Handle on ENG #1 on the ground.

DETAILS OF INCIDENT :-

During the starting phase, 9M-MXI ENG #1 Fire Switch Red Warning light was illuminated. The flight crew performed Non-Normal Checklist (NNC) by pulling the Fire Handle on ENG #1 on the ground.

Aircraft return to chock for defect rectification activity.

CORRECTIVE ACTION :-

Troubleshooting in progress.

MOR PRELIMINARY ANALYSIS REPORT TO FOLLOW.

SECTION 5 – MOR INFORMATION

5.1	ATA Code	:	26 FIRE PROTECTION	
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	:	D – Return to Block (For “CAMO”, “D-Return to Gate”)	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	:		
7.2	Part No.	:		
7.3	Part Condition	:		
7.4	Time Since (Hours)	:	<input type="text"/>	<input type="checkbox"/> Repair <input type="checkbox"/> Inspection
7.5	Manufacturer's Name	:		
7.6	Serial No.	:		
7.7	Part Detect Location	:	Choose an item.	
7.8	*If other location (please specify)	:		
7.9	TTSN/TTSO (Hours)	:	/	
7.10	TCSN/TCSO	:	/	

SECTION 8 – COMPONENT ASSEMBLY THAT INCLUDES DEFECTIVE PART

8.1	Component Name	:	CFM56-7B ENGINE		
8.2	Part No.	:	CFM56-7B26E		
8.3	Model Number	:	CFM56-7B26E		
8.4	Time Since (Hours)	:	30195	<input type="checkbox"/> Repair	<input type="checkbox"/> Inspection
8.5	Manufacturer's Name	:	CFM International		
8.6	Serial No.	:	960973		
8.7	Location	:	ENG #1		
8.8	TTSN/TTSO (Hours)	:	30195 /		
8.9	TCSN/TCSO	:	15247 /		
8.10	Is the part rotatable	:	<input checked="" 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	:		Date	:	
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>