



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 September 2023
1.2	Aircraft Registration	:	9M-FYK
1.3	Submitter Type	:	CAMO
1.4	Organisation Approval / AML Number	:	CAMO/2017/16
1.5	Submitter's Designated MOR Reference No.	:	FYMOR/0923/01

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	:	AVION DE TRANSPORT REGIONAL ATR-GIE
(b)	Type/Model	:	ATR72 SERIES (ATR72-212A)
(c)	Serial Number	:	947
(d)	Total Time Since New TTSN (Hours)	:	25812:54H
(e)	Total Cycles Since New TCSN	:	28473C
3.2 ENGINE DETAILS			
(a)	Manufacturer/TC Holder	:	PRATT & WHITNEY
(b)	Type/Model	:	PW127M
(c)	Serial Number	:	PCE-ED0223 (#1) & PCE-ED0166 (#2)
(d)	TTSN/TTSO (Hours)	:	17632:03 H (#1) & 30704:13 H (#2) // 6932:27 (#1) & 4754:08 H (#2)
(e)	TCSN/TCSO	:	19881 C (#1) & 34738 C (#2) / 7261 (#1) & 53659 C (#2) /
3.3 PROPELLER DETAILS			
(a)	Manufacturer/TC Holder	:	HAMILTON SUNDSTRAND
(b)	Type/Model	:	HS568F
(c)	Serial Number	:	FR2017110011 (#1) & FR2019060018 (#2)
(d)	TTSN/TTSO (Hours)	:	6426:45H (#1) & 6426:45 H (#2) / 6427 (#1) & 6427 NIL (#2)
(e)	TCSN/TCSO	:	7301 H (#1) & 7301 (#2) / NIL (#1) & 7308 (#2)

SECTION 4 - PROBLEM DESCRIPTION

FY1674 AIR TURNED BACK DUE TO GREEN HYDRAULIC LO LEVEL LIGHT ILLUMINATED

SECTION 5 – MOR INFORMATION

5.1	ATA Code	:	29 HYDRAULIC POWER	
5.2	Sub ATA Code	:	31	
5.3	How Discovered	:	O – Other	Specify if other: HYD CAUTION LIGHT ON CAP
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 checked="" type="checkbox"/> Softcopy
6.2	Document Name	:	MEL	
6.3	Document Reference Number	:	29-31-01	

SECTION 7 – SPECIFIC PART OR STRUCTURE CAUSING DIFFICULTY

7.1	Part Name	:	GREEN HYDRAULIC SYSTEM	
7.2	Part No.	:		
7.3	Part Condition	:		
7.4	Time Since (Hours)	:	<input type="checkbox"/> Repair	<input checked="" type="checkbox"/> Inspection
7.5	Manufacturer's Name	:		
7.6	Serial No.	:		
7.7	Part Detect Location	:	Zone 100 – Fuselage Lower	
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	:	NOT APPLICABLE	
8.2	Part No.	:		
8.3	Model Number	:		
8.4	Time Since (Hours)	:	<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/TCSO :

8.10 Is the part rotatable : ☐ YES ☐ NO

SECTION 9 – DECLARATION

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

9.2 Submitter's Name :

9.3 Contact Number :

9.4 Email Address :

CAAM OFFICIAL (MOR Coordinator)

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

CAAM Designated MOR Reference Number	:	[MOR Reference Number]
CAAM OFFICIAL (Inspector) Assessment <i>(Detail out how assessment is carried out; desktop review, interviews, site inspection, etc. and the conclusion of the assessment).</i>		
Click or tap here to enter text.		

Action <i>(State Inspector's recommended immediate corrective action conveyed to the organisation or state the acceptable immediate corrective action taken by the organisation).</i>
Click or tap here to enter text.

Inspector's Signature	:	<div style="border: 1px solid black; height: 40px; background-color: #d9e1f2;"></div>	Date	:	Insert date
Inspector's Name / Stamp	:	<div style="border: 1px solid black; height: 40px; background-color: #d9e1f2;"></div>			

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>