

SAFETY MEMO

TO: ALL AIROD AEROSPACE TECHNOLOGY STAFFS

DATE: 20/04/2023

REFERENCE: AAe/SMS/SM/05/2023

SUBJECT: Derived from AirAsia Quality Bulletin- Unrecorded Maintenance Action on Aircraft

AIRASIA QUALITY BULLETIN REFERENCE: QB/23/02

INTRODUCTION:

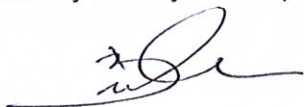
Any maintenance work done on an aircraft are to be recorded in relevant approved documentations to prevent any miscommunication and lack of awareness.

Recently we have received a Quality Bulletin from AirAsia Quality Department titled '**Unrecorded Maintenance Action on Aircraft**' which highlights the importance of documenting and addressing defects found on an aircraft.

ACTION

1. All AAe staff should read and sign the Quality Bulletin information that was conveyed by their respective supervisors.
2. During operation, all AAe staff are obligated to record and report any defects found on aircraft in the proper documentations.
3. All AAe staff are reminded to ensure that all defects are properly documented and rectified in accordance with approved procedures.

Thank you for your cooperation.



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QUALITY BULLETIN

QB/23/02

19 Apr 2023



UNRECORDED MAINTENANCE ACTION ON AIRCRAFT

REFERENCE:

- Air Safety Report 17186

WHAT HAPPENED?

Coruson Safety Report ASR 17186 refers. Pilot has raised a Safety Report due to no JML entry on high speed tape on the broken latch found on the refuelling panel (9M-RAQ - A320 NEO). The finding was captured during his walkaround check at KBR station bound to KUL on 27 Feb 2023.

Maintenance has confirmed that there was no maintenance record on the said defect after being highlighted by the pilot. Hence, an entry was made in KBR by the pilot and a LAE was deployed from KUL for the rectification. Further inspection found that the refuel panel lower latch spring was confirmed broken and a DDML was raised on 27 Feb 2023.

The refuelling panel latch was replaced and the DDML was closed on 03 Mar 2023.

AMO PART 145 MAINTENANCE OBLIGATION

In any circumstances, maintenance personnel from Aircraft Maintenance Organization (AMO) shall make an entry in the Journey Maintenance Log (JML) or other approved documentation if there is a defect found on the aircraft. This is essential to ensure that the defect is reported and is rectified and/or tracked appropriately, thus ensuring the aircraft is properly maintained.

PROBABLE ROOT CAUSE

One of the probable root cause associated with the reported event in the ASR is the lack of awareness and communication among the maintenance personnel regarding the importance of documenting and addressing defects thereby ensuring compliance to the necessary airworthiness requirements.

REMINDER

This QB is issued to bring attention to the **AMO Part 145** of the recent event related to the unrecorded defect on the aircraft and to raise further awareness to the maintenance personnel in ensuring that all defects shall be properly rectified and documented in accordance with the aircraft approved maintenance data, AirAsia approved procedures and CAAM CAD/CAGM requirements.

PREPARED BY:

QUALITY ASSURANCE