



July 23rd, 2020

Dear Doug,

The IEP Audit for the year 2020 is currently underway, it was postponed approximately 90 days due to COVID-19. The *Deviation from Kalitta Charter's Audit Plan Cycle* is attached. There are currently a total of five findings, they can be reviewed in the attached IEP Summary.

There have been twenty-eight Event Logs submitted for the first half of this year. Three remain open. A comparison chart has been included from the entirety of 2019, to the first half of 2020. A record of all event logs has been attached for your review.

Submitted by:

A handwritten signature in black ink, appearing to be "Bruce Anderson".

Bruce Anderson
Mgr. of Safety

Reviewed by:

A handwritten signature in black ink, appearing to be "Ronald Fansler".

Ronald Fansler
Dir. of Safety

Approved by:

A handwritten signature in blue ink, appearing to be "Heath Nicholl".

Heath Nicholl
V.P. Safety

Accepted by:

A handwritten signature in blue ink, appearing to be "Doug Kalitta".

Doug Kalitta
President/CEO

Memorandum

To: Berry Birurakis General Manager (Accountable Executive) Kalitta Charters
Ronald Fansler Director of Safety Kalitta Charters

From: Bruce Anderson, Auditor

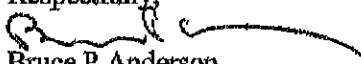
Date: March 2nd 2020

Re: Deviation from Kalitta Charters Audit Plan Cycle.

Gentlemen,

Due to the extraordinary Safety Department workload brought on by the COVID-19 Pandemic, we are delaying the commencement of the 2020 Kalitta Charter Internal until May 25th 2020. This is in accordance with the *Kalitta Charters Internal Audit Program*, page 22 (see attached), the plan cycle may be changed to meet operational requirements necessity but not to exceed 6 months late of the original planned due date.

Respectfully,


Bruce P Anderson
Auditor # 1158

INTERNAL EVALUATION PROGRAM

Page: 22

Rev: #10

Date: 5-23-2019

XVII. INTERNAL EVALUATION PROGRAM PLAN CYCLE

The Kalitta Charters Internal Evaluation Program Plan Cycle is designed to be accomplished on an annual basis. Area(s) of this plan cycle may be changed to meet the need of operational necessity with the approval of the Director of Safety but not to exceed six (6) months late of the original planned cycle due date.

January

15th Biannual report to President/CEO

Open for Special Evaluation

February

*Open for Special Evaluation

March

Internal Evaluation - Operations

April

Internal Evaluation – Maintenance

May

Internal Evaluation – Safety Management System

June

Internal Evaluation – Security

July

15th Biannual report to President/CEO

120 day follow-up review Operation

August

120 day follow-up review – Security

September

* Open for Special Evaluation

October

* Open for Special Evaluation

November






* Open for Special Evaluation

December

Open for Special Evaluation

* Identified Safety trends that are Risk-based may be performed during the "Open for Evaluation schedule or sooner as required.

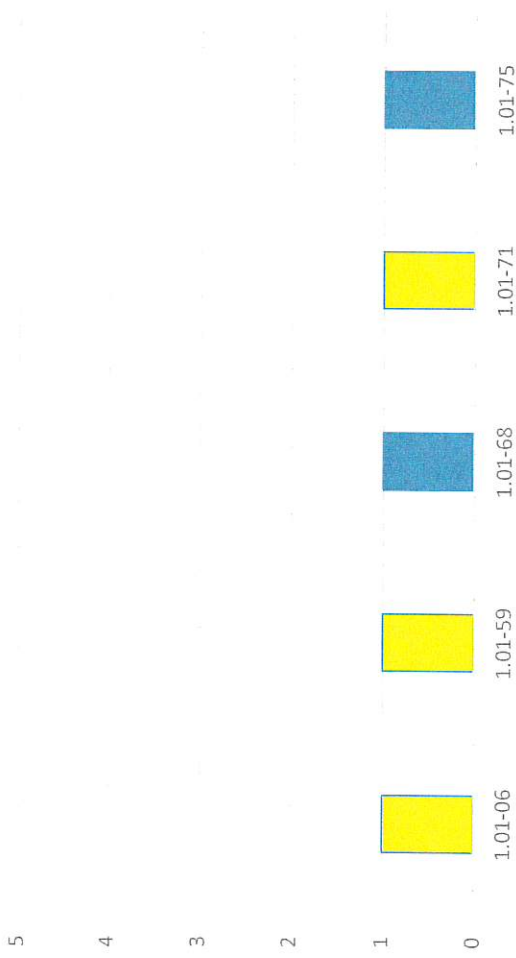
Kalitta Charters - 2020 IEP Report

| Tracking Number | Finding/Concern | Risk Assessment | Corrective Action Plan | Date Submitted | Reply by date | Extension Date | Record Closed | Review Date | Follow Up Date | Finding/Concern Closed |
|-----------------|---|---|--|----------------|---------------|----------------|-------------------------------------|-------------|----------------|--------------------------|
| 1.01-59 / 20-02 | The company has not designated a manager who is responsible for the day-to-day management of the SMS system on behalf of the Accountable Executive |  | Added to the revision 33 | 6/11/2020 | 7/13/2020 | N/A | <input checked="" type="checkbox"/> | 7/23/2020 | 10/10/2020 | <input type="checkbox"/> |
| 1.01-68 / 20-03 | The Safety Office has switched from a paper based to and electronic based program for managing both the Event Log System and the Internal Audit program. The Internal Audit Program manual has not been updated to reflect this program |  | Update the Internal Audit Program Manual to reflect the change in format. | 6/12/2020 | 7/13/2020 | N/A | <input checked="" type="checkbox"/> | 8/6/2020 | 10/20/2020 | <input type="checkbox"/> |
| 1.01-71 / 20-04 | The Informational Bulletin for the Emergency Response Manual has expired |  | Update the manual, place a reminder in Outlook for Feb 1 2021 to review and update the bulletin before the March 1st 2021 expiration date. | 6/12/2020 | 7/13/2020 | N/A | <input checked="" type="checkbox"/> | 8/6/2020 | 10/20/2020 | <input type="checkbox"/> |
| 1.01-75 | The Safety Office has not conducted a "Table Top" exercise during the first half of 2020 |  | Due to the COVID-19 the table top has been postponed for 60 days to be accomplished no later than August 1st, 2020 | 6/12/2020 | 7/13/2020 | N/A | <input checked="" type="checkbox"/> | 8/16/2020 | 10/30/2020 | <input type="checkbox"/> |
| 20-01 / 1.01-06 | The current aircraft list found in chapter 4 dated April 22, 2019 is out of date. The company has recently added a 45 series LearJet and KingAir N243CK to the fleet. The aircraft list should be updated to reflect the current fleet. |  | The Update list was submitted to the the FAA on Feb 13th just waiting approval. | 6/1/2020 | 7/1/2020 | N/A | <input checked="" type="checkbox"/> | 7/17/2020 | 9/30/2020 | <input type="checkbox"/> |

NOTE: Review Date will be a maximum of 45 days unless it is determined that an immediate action is required (*) Follow-up Date will be a maximum of 120 days unless it is determined that an immediate action is required (*)

Kalitta Charters IEP – Findings/Concerns

2020 1st Half - Finding/Concerns



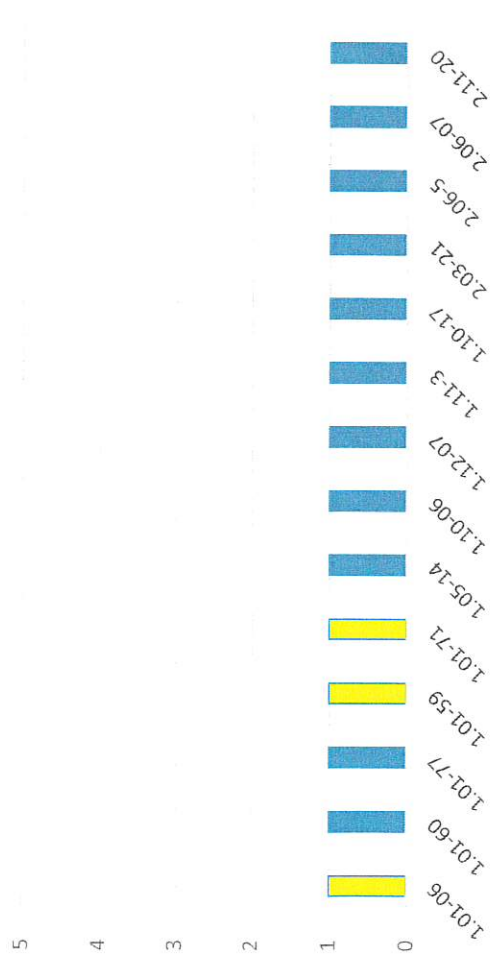
NOTES:

1.01-06 – Aircraft List not up to date.

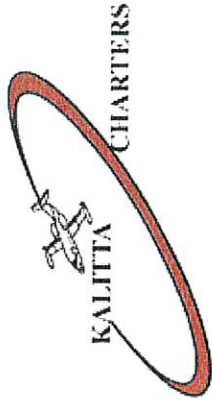
1.01-59 - The Company has not designated a manager who is responsible for the day-to-day management of the SMS system on behalf of the Accountable Executive.

1.01-71 - The Informational bulletin for the Emergency Response Manual has expired.

2019 Findings/Concerns



2020 Safety Event Record



A/C No: **Event Description:** **Corrective Action:** **Date/Time Event:** **Event Type:** **Acft Config:** **Routing:** **Event Closed:**

N/R upon reaching the KJST the vis dropped below required vis, flight diverted to KA00. None 1/7/2020 / 1630z Weather Diversion On approach N/R 2/10/2020

N240CK The ground handling crew was pushing our airplane out of the hangar in preparation for our departure. It was to be a simple procedure. The airplane was nosed straight into the hangar, so all that needed to be done was to push the airplane straight back, and once clear of the hangar, turn it 90 degrees in one direction or the other. The ramp was clear except for one Beech Jet parked straight back at the back edge of the ramp. I originally expected the guy driving the ~~tin to push back and turn the plane on de~~
 None 1/7/2020 / 2020z Close Call Incident Push-back N/R 3/3/2020

N870CK using my preflight, fuelers at Modern Aviation in KAPA informed me they had overfilled the right tip tank by 16 gallons and asked if they could fill the left tip tank -16 gallons from the original fuel order of 230 lbs each side. I gave them the go ahead with the plan of transferring fuel from the right to the left once they were finished fueling. I started the fuel transfer according to plan and grabbed the clearance while I was waiting. I failed to stop the transfer in a timely manner before fuel started pouring out of the left tin
 Isolated event no action 1/9/20 / 1715z Fuel Dump /Spill Ramp N/R 3/2/2020

A/C No: **Event Description:** **Corrective Action:** **Date/Time Event:** **Event Type:** **Acft Config:** **Routing:** **Event Closed:**

N870CK 20-04 None 1/9/2020 / 1610z Fuel Dump Parked on ramp N/R 3/2/2020

uring my preflight, fuelers at Modern Aviation in KAPA informed me they had overfilled the right tip tank by 16 gallons and asked if they could fill the left tip tank -16 gallons from the original fuel order of 230 lbs each side. I gave them the go ahead with the plan of transferring fuel from the right to the left once they were finished fueling. I started the fuel transfer according to plan and grabbed the clearance while I was waiting. I failed to stop the transfer in a timely manner before fuel started pouring out of the left tip

N229CK 20-05 Isolated incident no corrective action 1/12/2020 Fuel Spill Ramp N/R 4/13/2020

Landed in BED to find cargo truck waiting for us. I stayed in the airplane to complete prep for the next leg. When the fuel truck pulled up I verified that both vents were opened before they started fueling. Once the preps for the next leg were completed I checked fuel levels to see that there were 2700lbs in each wing. I hopped out, found Tyler walking to the plane, and updated him on info before heading inside. When I walked out 5 minutes later the spill trailer was sitting in front of the plane. I was told the

N237CK 20-06 closed event, will make an audit finding 1/15/2020 / Safety Concern Ramp N/R 6/19/2020

See Event log

N192CK 20-07 None 1/23/20 / 1730z Diversion Enroute KTCL- 4/16/2020

After a fuel stop at KTCL, we departed for KBRO. Climbing through 16,000 I looked at my left wing and noticed fuel leaking from the left fuel cap. We immediately asked ATC for a landing at KMEI, which was along our route of flight. We joined the ILS 19 and landed. A mechanic arranged by Kalitta maintenance rebuilt the cap. We refueled and pressure checked the cap and found no leaks. He signed the log page concerning the maintenance he did. We continued the trip with no further

A/C No: **Event Description:** **Corrective Action:** **Date/Time Event:** **Event Type:** **Acft Config:** **Routing:** **Event Closed:**

N431CK The weather went below landing minimums enroute from KIMKE to KSTJ. The weather wasn't forecasted to go below minimums at anytime before or after the purposed time of arrival. We had the ATC call Kalitta OPS to determine the best alternate landing airport. We diverted to KMCI before we started our initial decent and got the pick-up vehicle moving to the new airport. There wasn't any further delays with the day, and it added around 20 minutes more to the drive time each way.

20-08 None

N431CK After departure from New York, crew checked in a 2000 and were told they should have crossed Wentz intersection at 1500.

20-09 Crew was counseled on SID procedures

1/26/20 / 1000z Weather Diversion Enroute KMIKE-KSTJ 4/16/2020

2/8/20 / 1935z Deviation from assigned altitude On departure N/R 6/30/2020

N226CK We topped off over the wing fuel at KLPR destination was KSHV during first half of flight our checks indicated we would land with required reserves. During the second half of flight headwind increased to 140 plus 20 plus knots above predicted, we ran fuel checks at least every 10 min has power pulled back for max range, we were flying at the best altitude. We continued to see are fuel reserve slowly decline. We had picked KLIT as a fuel stop if need. Ahead to ITT concluded we would not need.

20-10 None

N226CK Diversion due to head winds

2/5/20 / 0015 Enroute KLPR-KSHV 4/16/2020

N870CK RTO due to dropped laptop

20-11 None

N870CK Rejected Takeoff On take-off roll N/R 4/16/2020

2/11/20 / 1912

A/C No: **Event Description:** **Corrective Action:** **Date/Time Event:** **Event Type:** **Acft Config:** **Routing:** **Event Closed:**

| | | | | | | | |
|-----------------|--|--|-----------------|--------------------------------|-----------------|-----|-----------|
| N870CK 20-12 | During refueling fuel from wing after re-fueling | Isolated case | 2/16/20 / 2115z | Fuel Spill | Ramp | N/R | 4/17/20 |
| N237CK 20-13 | pon completion of all checklists preparing for departure, we called Approach Control, whom was the controlling agent because tower was closed, and lined up on the centerline of runway 30 left. The Takeoff Checklist was completed, and all was normal on the callouts and progression of the takeoff up to just before the V1 callout. At that time a large bang and shake to the airplane happened, and then another about two seconds later I took a second to assess | Crew attended ground school with FAA in attendance, he considers the event closed. | 2/17/20 | Rejected Takeoff | On takeoff roll | N/R | 6/30/2020 |
| N808CK 20-14 | he captain is the Pilot Flying, I am the Pilot Not Flying. Aircraft is stopped approximately 50 feet from the hold short line where we complete the BEFORE TAKEOFF checklist. Two F-16s take the runway and roll for takeoff. We are advised to "...Be ready, landing traffic on a 4 mile final." I busy myself with the TAKEOFF checklist. The captain powers up, for what I assume is to position the aircraft at the Hold Line, to "Be Ready". I look up from the checklist to see the Hold Line passing below the window I thought | The crew has received remedial training. | 2/25/20 | Runway Incursion | Take-off | N/R | 7/2/2020 |
| N73CK 20-15 | Weather CAVU, Take-Off Rwy 19R, during takeoff approximately V1 minus 5-7 ft's, experienced a small engine power surge/loss of approx 15% including a small swerve corrected by small rudder correction. Due to high speed, no warning lights and good aircraft control, elected to continue the takeoff and assess the the problem in the air. During initial climb at approximately 1000ft AGL, the right eng rpm rapidly decreased from roughly 93% N1 to 48% N1. Advised ATC of our situation explained we | MX removed and replaced the fuel control | 1920z | Air Turbback - Engine Shutdown | On departure | N/R | 3/12/20 |

A/C No: **Event Description:** **Corrective Action:** **Date/Time Event:** **Event Type:** **Acft Config:** **Routing:** **Event Closed:**

| | | | | | | | |
|-----------------|---|-------------------------------------|-------------------|----------------------------------|--------------|---------|-----------|
| N820CK 20-16 | We departed YIP for BED on climb out noted the aircraft was no pressurizing we leveled off at 10k to access problem and run check list. After running check lists and trying manual operation of the aircraft pressurization controls the aircraft would not pressurize and we returned to YIP and swapped aircraft and continued to BED. | MX repaired a broken line. | 0800z | Air Turnback | on departure | N/R | 4/17/20 |
| N35WL 20-17 | See event log | | 0015z | Deviation from assigned altitude | Enroute | N/R | |
| N192CK 20-18 | Right after departure out of KDOV, we (crew) noticed the captains Altimeter was not climbing and then noticed it flagged. After contacting departure, we were instructed to climb to 6000' and ident. At that point I was flying off the copilots altimeter as we climbed to 6000'. ATC then told us they were not receiving our Mode C. We swapped over to transponder 2 and asked if they were receiving it yet. ATC said they were not. After leveling off at 6000' we started to trouble shoot the issue with the | Isolated event no corrective action | 3/21/2020 / 1145z | Air Turnback | On departure | N/R | 5/12/20 |
| N227CK 20-19 | See event log | MX replaced the conditioning valve | 1430z | Air Turnback | In-Flight | YIP-DOV | 5/12/2020 |

A/C No: **Event Description:** **Corrective Action:** **Date/Time Event:** **Event Type:** **Acft Config:** **Routing:** **Event Closed:**

| | | | | | | | |
|-----------------|---|---|-------|------------------|--------------|-----------|-----------|
| N29CK 20-20 | During take-off roll hit a flock of birds | None | 1900z | Rejected Takeoff | Take-off | N/R | 6/26/20 |
| N298CK 20-21 | Prior to departure from BUR, APA's weather was forecast to be above minimums upon arrival. One hour prior to landing at APA, the weather changed to below ILS landing minimums. At that point, I contacted dispatch and it was mutually determined to divert to DEN. We got the ambulance moving to DEN and landed without event. | None | 1900z | Diversion | In-flight | KDEN-KAPA | 6/26/2020 |
| N820CK 20-22 | After take-off gear would not come up | Maintenance adjusted the squat switch, no further reports of problems | 1430z | Air Turnback | On departure | N/R | 6/26/2020 |
| N298CK 20-23 | Prior to departure from BUR, APA's weather was forecast to be above minimums upon arrival. One hour prior to landing at APA, the weather changed to below ILS landing minimums. At that point, I contacted dispatch and it was mutually determined to divert to DEN. We got the ambulance moving to DEN and landed without event. | None | 2040z | Diversion | In-Flight | N/R | 6/26/2020 |

A/C No: **Event Description:** **Corrective Action:** **Date/Time Event:** **Event Type:** **Acft Config:** **Routing:** **Event Closed:**

| | | | | | | | |
|-----------------|--|--|------------------|---------------------------|--------------|-----|-----------|
| N913CK 20-24 | I was PNF, upon coming to FL340. Captain Burgner noticed that the fuel was unbalanced, she kept trying to trim the aircraft and move fuel on for the right wing. She diagnosed the problem being low fuel in right wing and the right tip tank was not putting fuel into the right wing properly. Called ATC and let them know we needed to return to KYIP. Pulled out emergency checklist and went through the fuel system checklist. Captain Burmer Aborted. | MX cleaned out the Tip tank jet pump | 2100z | Air Turnback / Med flight | In-flight | N/R | 6/26/2020 |
| N295CK 20-25 | See Event log | MX repaired a broken wire | 0300L | Cancelled T/O | On ground | N/R | 7/2/2020 |
| N905CK 20-26 | After take-off on climb out the airplane was unable to maintain pressurization. The crew decided to return to KYIP | MX performed a system check with no fault found. No further reports of problems. | 7/1/2020 / 2220z | Air Turnback - Other | on climb out | N/R | 7/7/2020 |
| N808CK 20-27 | On take-off roll the PNF airspeed indicator froze, crew aborted the take-off. | | 7/5/2020 / 1200z | Rejected Takeoff | | N/R | |

A/C No: **Event Description:** **Corrective Action:** **Date/Time Event:** **Event Type:** **Acft Config:** **Routing:** **Event Closed:**

N820CK Unable to pressurize after take-off crew
returned to KBED 3/29/2020 Air Tumbback N/R

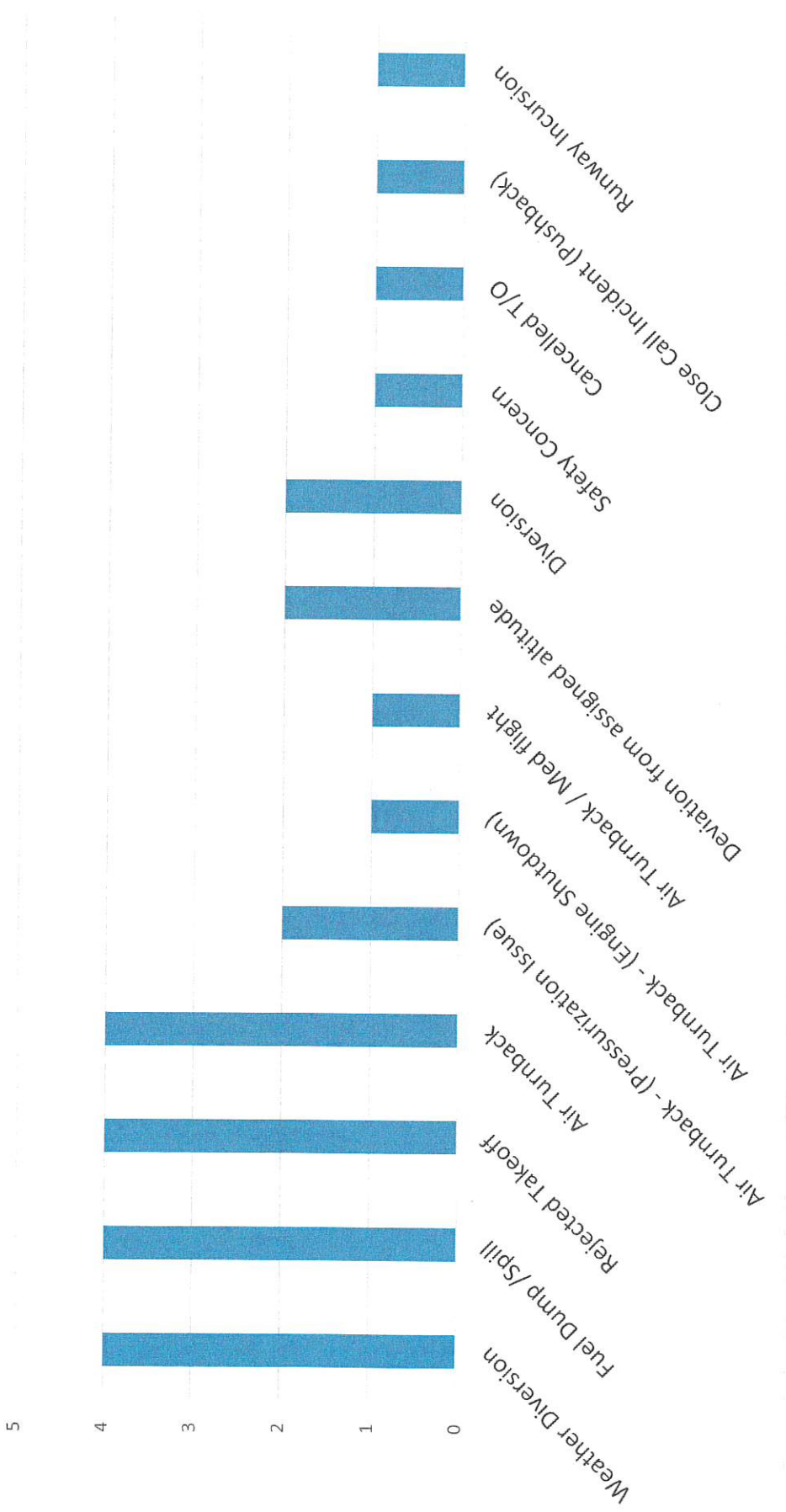
20-28

20-29

20-30

Kalitta Charters Event Logs

1st Half 2020 Event Logs



2019 Event Logs

