



July 22<sup>nd</sup>, 2021

Dear Doug,

The IEP Audit for the year 2021 is currently underway. It was postponed approximately 90 days due to COVID-19. The *Deviation from the Kalitta Charter's Audit plan Cycle* is attached.

**Quality Assurance Audits**

The *Quality Assurance Audits* for the first half of 2021 are complete. The Quality Assurance Audit Checklists are attached for your review.

**Event Logs**

There have been twenty-six Event Logs submitted for the first half of this year. All have been closed. A comparison chart has been included from the entirety of 2020, to the first half of 2021. A record of all event logs to date for 2021 has been attached for your review.

Prepared by:

A handwritten signature in blue ink, appearing to read "MP", written over a light blue horizontal line.

Matt Price  
Safety Coord.

Submitted by:

A handwritten signature in blue ink, appearing to read "BA", written over a light blue horizontal line.

Bruce Anderson  
Mgr. of Safety

Reviewed by:

A handwritten signature in blue ink, appearing to read "Ronald Fansler", written over a light blue horizontal line.

Ronald Fansler  
Dir. Of Airline Safety

Approved by:

A handwritten signature in blue ink, appearing to read "Heath Nicholl", written over a light blue horizontal line.

Heath Nicholl  
Senior V.P./Deputy COO

Accepted by:

A handwritten signature in blue ink, appearing to read "Doug Kalitta", written over a light blue horizontal line.

Doug Kalitta  
President/CEO

# Memorandum

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

**From:** Bruce Anderson, Auditor

**Date:** April 21, 2021

**Re:** Deviation from Kalitta Charters Audit Plan Cycle.

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Gentlemen;

If you recall that due to the increased workload on the Safety Department from the COVID-19 pandemic, we postponed the Annual Internal Audit until May 25 2020. Consequently, the 2021 audit will resume its annual schedule and will be commencing on May 3<sup>rd</sup> 2021. This change in schedule 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

# Memorandum of Record

**Date:** June 1 2021

**To:** Ronald Fansler: Director of Safety Kalitta Charters

**From:** Bruce Anderson:, Auditor

**Subject:** Trend Analysis Kalitta Charters Internal Audit Findings / Event logs trends

Good Morning Ron,

**Internal Evaluation Audit:** In accordance with the Internal Evaluation Program *Trend Analysis* requirements page 17 the auditor is required to report any trends to the Director of Safety. Due to the COVID-19 pandemic the Kalitta Charters Internal Evaluation for 2021 has been postponed, the audit is now scheduled to start June 2021.

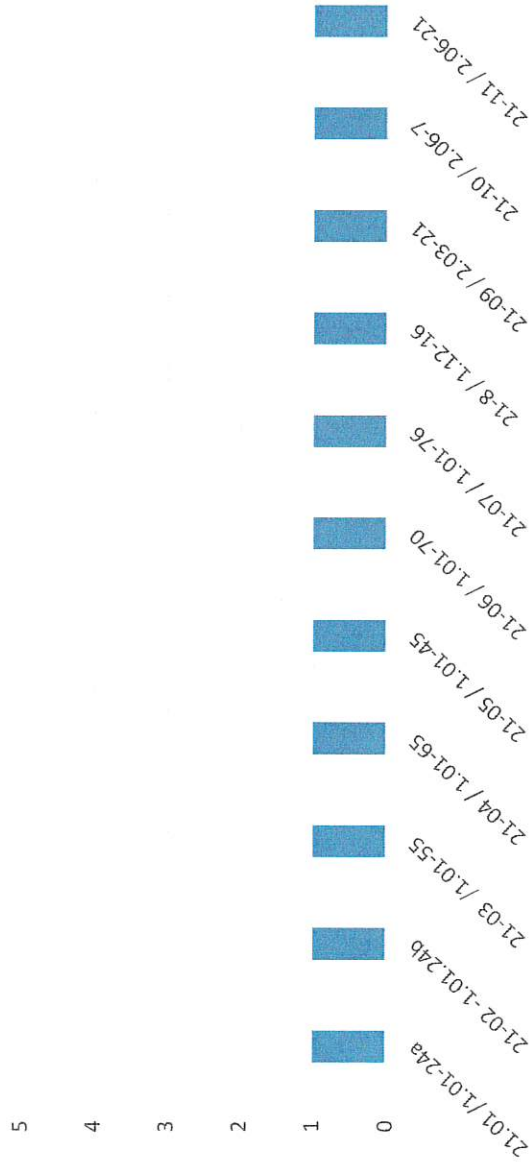
**Event logs:** For the period from January 1-June 1 2021 there was no identifiable trends in the submitted Event logs.

Best Regards,

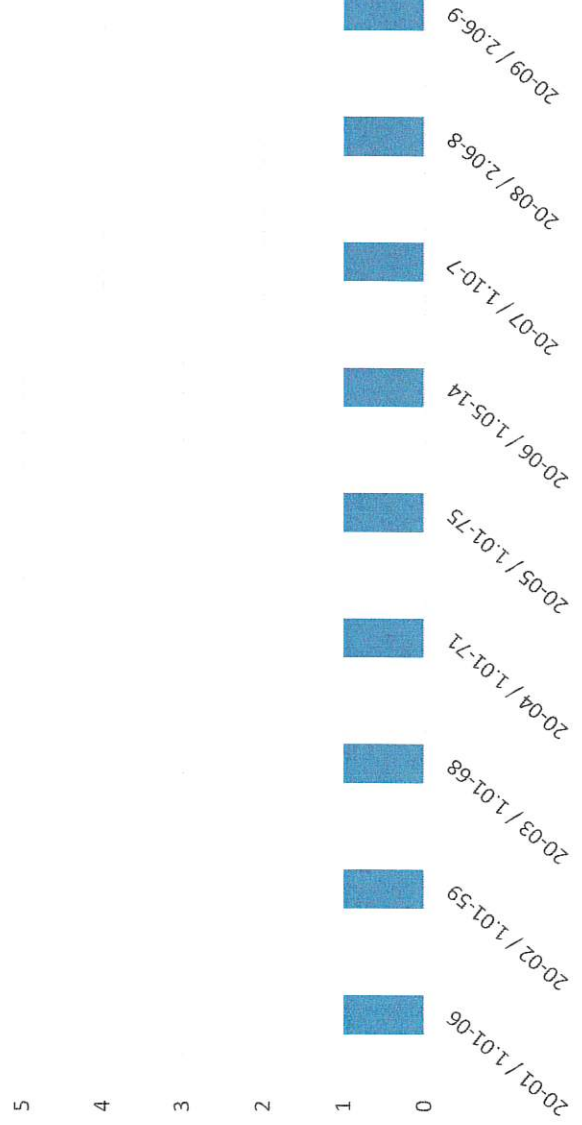


Bruce Anderson

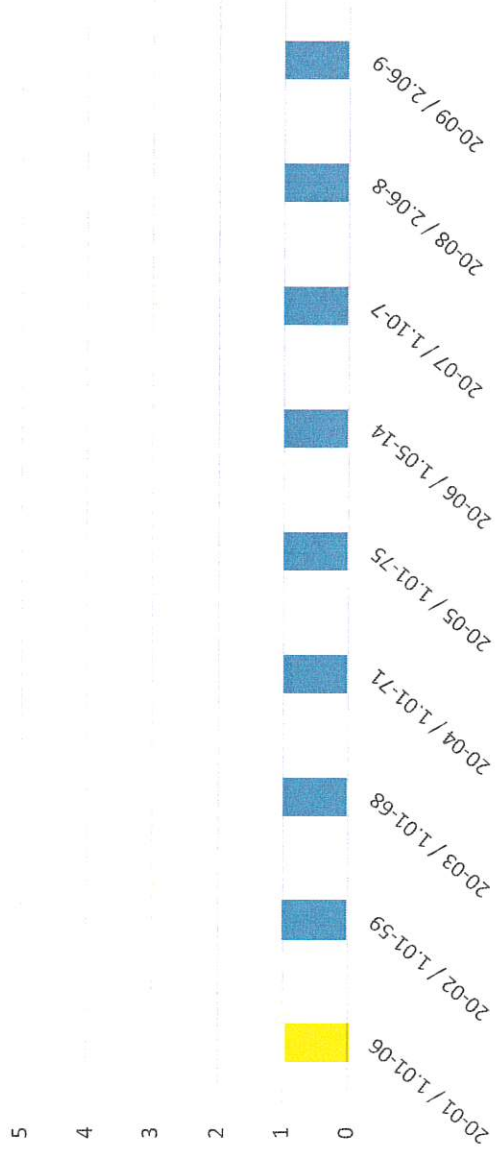
## 2021 KC IEP Trending



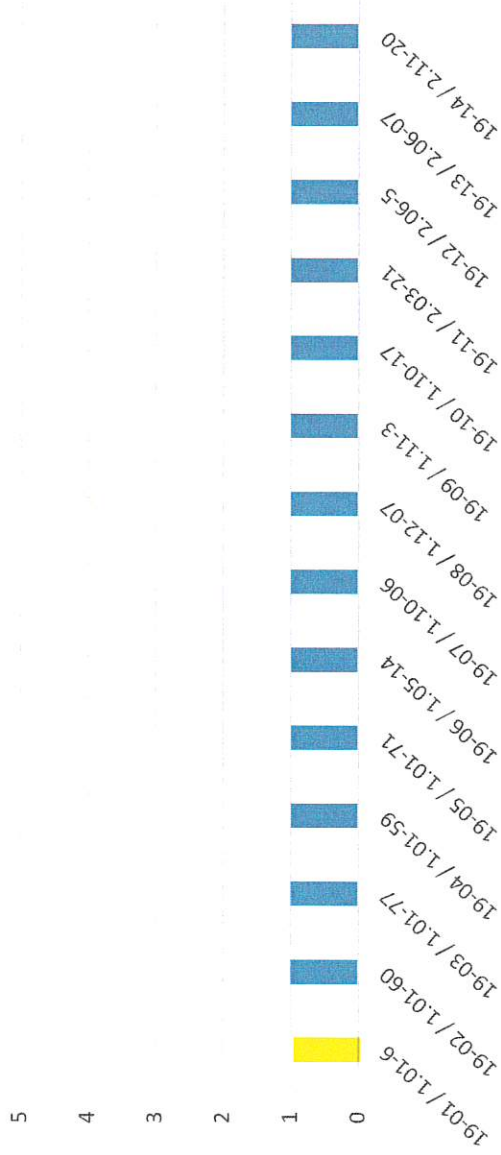
## 2020 KC IEP Trending



## 2020 KC IEP Trending



## 2019 KC IEP Trending



Question 19-01/101-06 and 20-01/101-06 - Current aircraft list



# KALITTA CHARTERS,

## QUALITY ASSURANCE MANUAL

Page: 26  
Date: 05/10/13  
Rev: #8

### QUALITY ASSURANCE AUDIT CHECKLISTS

AUDIT TYPE: ANNUAL  SELF

AUDIT LOCATION: YIP  OTHER

Area audited: AIRCRAFT MAINTENANCE AND INSPECTION

Auditor: *CHUCK DIRATH*

Department Rep: *C. DIRATH*

Audit Date(s): *1-28-2021*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

1. C Are Non-routine forms being utilized by maintenance personnel prior to any maintenance function being accomplished?
2. C Are current Manufactures' Maintenance Manuals being utilized for all maintenance functions?
3. C Are proper tools and equipment being utilized during maintenance functions?
4. C Are computer generated maintenance manual procedures being disposed of after use?
5. C Are inspection personnel not involved in performing the work that they inspect?
6. C Is an updated list of all inspectors kept on display in the maintenance office?
7. C Are all maintenance personnel aware of, and have access to those activities requiring second set of signoff?
8. C Are aircraft inspector training (including recurrent training) records current?

General Observations and Comments:



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**QUALITY ASSURANCE AUDIT CHECKLISTS**

AUDIT TYPE: ANNUAL  SELF   
 AUDIT LOCATION: YIP  OTHER

Area audited: **QUALITY ASSURANCE/CONTINUING ANALYSIS & SURVEILLANCE**

Auditor: *Ronald E. Wash*

Department Rep: *Ronald E. Wash*

Audit Date(s): *28th Jan, 2011*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

1. C Are Quality Assurance Audits being completed on time?
2. C Is there an adequate staff of trained QA auditors?
3. C Is a current list of approved QA Auditors on display in the Maintenance office?
4. C Is Root Cause Analysis being utilized as required by the QA Manual?  
*NON TO REPORT BY THE TIME.*
5. C Are engine and airframe component premature removals being documented and tracked per the CAS programs?
6. C Are all the evaluation forms, reports and audits required by the CAS program being complied with and tracked?
7. C Are vendor audits being complied with on time and tracked as required by the CAS program?
8. C Is an Approved Vendor List maintained and made available to receiving inspectors?

General Observations and Comments:



QUALITY ASSURANCE AUDIT CHECKLISTS

AUDIT TYPE:

ANNUAL

SELF

AUDIT LOCATION:

YIP

OTHER

Area audited: MAINTENANCE CONTROL

Department Rep: *CHUCK DRATH*

Auditor: *CHUCK DRATH*

Audit Date(s): *1-28-2021*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

1. C Is the Daily Status Report updated daily and being utilized?
2. C Is the Heavy Maintenance Forecast Report updated monthly?
3. C Are the Aircraft Status Boards (maintenance office and flight following) updated daily?
4. C Are they coordinating aircraft on the road maintenance requirements whether scheduled or non-scheduled, in an as needed basis?
5. C Do they maintain a continuous liaison with any contract maintenance facilities, arrange for shipping of spares, verify current drug and alcohol program participation, supply required technical data to contract maintenance personnel and provide any necessary company procedure training via telephone?
6. C Do they converse daily with stockroom personnel for the procurement of required parts for schedule and non-scheduled maintenance requirements.
7. C Do they coordinate with the Dispatch and Operations department to provide accurate aircraft delay and status information.

General Observations and Comments:





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**QUALITY ASSURANCE AUDIT CHECKLISTS**

AUDIT TYPE: ANNUAL  SELF   
 AUDIT LOCATION: YIP  OTHER

Area audited: AIRCRAFT RECORDS Department Rep: *C. DIRATH*  
 Auditor: *CHUCK DIRATH* Audit Date(s): *1-28-2021*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

1. C Aircraft Computer runs against actual Airframe Logbook entries.
2. C Airframe logbook entries for completeness.
3. C Computer run times against actual engine logbook times and/cycles.
4. C Are completed forms 337 on file and in order?
5. C Are weight and balance records complete and current and on file?
6. C Are equipment list records complete and current and on file?
7. C Check Inspection packages for completeness.
8. C Check Engine logbook and entries for completeness and Accuracy.
9. C Check Non-routine forms for completeness.
10. C Check for Fire blocking paperwork for completeness and accuracy.
11. C Are the condition of records and files satisfactory?
12. C Check the AD Summary Lists to ascertain that they are completely filed out and accurate.

General Observations and Comments:



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**QUALITY ASSURANCE AUDIT CHECKLISTS**

AUDIT TYPE: ANNUAL  SELF   
 AUDIT LOCATION: YIP  OTHER

Area audited: **STORES / RECEIVING** Department Rep: *CHUCK DRAH*  
 Auditor: *Sandy Overmyer* Audit Date(s): *1-28-2021*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

1. C Repair Agencies used for component repairs or overhauls match the Approved Vendor list.
2. C Stores Department personnel have received HazMat shipment training.
3. C Components are properly tagged and identified by name, part number, and serial number.
4. C BER and Condemned parts are identified with an attached KC tag, and are stored separately from serviceable parts.
5. C Components are stored to protect them from environmental and handling damage.
6. C Components that are controlled by the Shelf-Life program reflect those requirements on the KC tag and all components are within Shelf-Life requirements.
7. C Elastometric materials are procured and stored per KC requirements.
8. C Components awaiting receiving inspection are stored in a separate area from serviceable or repairable components.

General Observations and Comments:



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### QUALITY ASSURANCE AUDIT CHECKLISTS

AUDIT TYPE: ANNUAL  SELF   
AUDIT LOCATION: YIP  OTHER

Area audited: MANAGEMENT & PERSONNEL Department Rep: *Manuel Cote*  
Auditor: *Manuel Cote* Audit Date(s): *1/20/2021*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

1. C Director of Maintenance meets the requirements of FAR 119.71e.
2. C Duties, responsibilities, and authority of the Director of Maintenance are detailed in the company manual as required by FAR 135.23.
3. C Certificate status of all Airframe & Powerplant technicians and repairmen employed is confirmed with the FAA Airman Registry.
4. C Sufficient qualified technicians and repairmen are employed to maintain the company's aircraft fleet in an airworthy condition.
5. C Written procedures exist for special qualifications (inspection, engine run-up, and aircraft taxi).

General Observations and Comments:



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### QUALITY ASSURANCE AUDIT CHECKLISTS

AUDIT TYPE:

ANNUAL

SELF

AUDIT LOCATION:

YIP

OTHER

Area audited: MAINTENANCE TRAINING

Department Rep: *Jim Ketter*

Auditor: *Al Korron*

Audit Date(s): *1-27-21*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

1. C The current training status of each technician is identified.
2. C Training files contain records on KC and contract technicians (if applicable).
3. C Required formal / recurrent training is accomplished and documented in accordance with KC requirements.
4. C OJT is documented for each technician.
5. C Maintenance Personnel have received MEL training and that training is documented.
6. C Personnel holding Engine Run-Up and Taxi authorizations meet the minimum and recurrent training requirements and the training/recurrent training is documented.

General Observations and Comments:



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### QUALITY ASSURANCE AUDIT CHECKLISTS

AUDIT TYPE: ANNUAL  SELF

AUDIT LOCATION: YIP  OTHER

Area audited: MAINTENANCE MANUALS

Department Rep: *Marcel Cote*

Auditor: *Marcel Cote*

Audit Date(s): *1/28/2021*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

1. C The Director of Maintenance keeps a master list of technical and Company manuals used to maintain the types of aircraft operated by Kalitta Charters.
2. C The subscription status of technical publications is maintained by the Director of Maintenance.
3. C The Director of Maintenance follows the procedures defined in the Company manual(s) for the control and revision of technical and Company manuals.
4. C Shop computers are kept clean and operational.
5. C Revised manuals kept by the Director of Maintenance are labeled as "Master" and separated from unrevised manuals.

General Observations and Comments:



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### QUALITY ASSURANCE AUDIT CHECKLISTS

AUDIT TYPE: ANNUAL  SELF

AUDIT LOCATION: YIP  OTHER

Area audited: FUEL Department Rep: *Jim Ketter*  
 Auditor: *J.R. Brown* Audit Date(s): *1-27-21*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

1. C Inspection forms for weekly, monthly and annual fueling vehicles and equipment are being accomplished and are up to date.
2. C Inspections of fuel vehicles for fuel contamination from water, direct or other materials are preformed as required.
3. C Records of fuel vehicles and equipment inspections are maintained in accordance with Kalitta Charters Fuel Operations Manual.
4. C Fuel equipment, vehicles and storage area is maintained in a neat and orderly manner, free from fire hazards.
5. C Written procedures exist for guidance of flight crews when refueling away from base.
6. C Written procedures are available to the flight crew for eliminating fuel contamination, protection from fire hazards, and supervision and protection of passengers when refueling.

General Observations and Comments:



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### QUALITY ASSURANCE AUDIT CHECKLISTS

AUDIT TYPE: ANNUAL  SELF

AUDIT LOCATION: YIP  OTHER

Area audited: MAIN BASE AUDIT Department Rep: *Jim Keffer*  
 Auditor: *[Signature]* Audit Date(s): *1-27-21*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

#### Main Base Audit

#### 1. Audit Technical Manuals with emphasis on the following:

- C General condition of workstation computers.
- C All uncontrolled manuals and training manuals are marked "FOR REFERENCE ONLY" and separated from revised manuals.
- C All revised paper manuals are in good and legible condition.

#### 2. Audit tool/test equipment program with emphasis on the following:

- C Adequate process in place to ensure proper calibration and tracking of precision tools.
- C Calibrated tools/gages are within due dates.
- C Tools and test equipment properly stored.
- C Adequate tools and test equipment available for use for the type of aircraft handled and work performed.
- C Check servicing units for proper markings and capping of hose ends.

#### 3. Audit material and component storage areas with emphasis on the following:

- C Consumable parts/materials in work areas - Shelf life limits observed per to KC Limits.
- C No unlabeled containers.



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**Main Base Audit (cont.)**

**3. Audit material and component storage areas with emphasis on the following: (cont.)**

- C Proper identification of removed-serviceable, repairable, and serviceable components.
- C Adequate protection of parts against the elements.
- C Proper storage of flammable materials in a fireproof cabinet.
- C Oil / hydraulic fluids, and servicing equipment, are secured and not left open to contamination.

**4. Audit Hangar personnel with emphasis on the following:**

- C Familiarity in the use of aircraft log book.
- C Familiarity in KC MEL procedures.
- C Proper method of recording discrepancies and corrective action per KC procedures.
- C Proper use of work forms and inspection cards.

**5. Ramp area:**

- C Cleanliness and absence of foreign objects.
- C General condition of aircraft, if available.

**6. Ground equipment:**

- C Safe and proper operation.
- C Tire condition.
- C Operation of parking brakes.
- C Availability of fire extinguishers.
- C Check tow bars for condition.





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**7. Safety and fire precaution with emphases on the following:**

- C Condition of ladders and work stands.
- C Condition of aircraft jacks.
- C Condition of hydraulic mule.
- C Fluid dispensing containers are properly labeled.
- C Availability and serviceability of fire extinguishers.
- C Check Battery operation of Emergency Exit/Lighting.
- C Check expiration date of eye wash solutions.
- C Observance of no smoking rules.
- C Check Hangar area for hazardous areas, oil spills and overall neatness.

General Observations and Comments:



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### QUALITY ASSURANCE AUDIT CHECKLISTS

AUDIT TYPE: ANNUAL  SELF   
AUDIT LOCATION: YIP  OTHER  |

Area audited: **MAIN BASE AUDIT** Department Rep: *Kenneth Armstrong*  
Auditor: *[Signature]* Audit Date(s): *5/3/2021*

Enter "C" for conformance, "NC" for non-conformance, or "NA" for not applicable in the appropriate space. An Audit Finding Corrective Action Form will be generated for all non-conformance entries. General observations and comments will be recorded below.

#### Main Base Audit

#### 1. Audit Technical Manuals with emphasis on the following:

- C General condition of workstation computers.
- C All uncontrolled manuals and training manuals are marked "FOR REFERENCE ONLY" and separated from revised manuals.
- C All revised paper manuals are in good and legible condition.

#### 2. Audit tool/test equipment program with emphasis on the following:

- C Adequate process in place to ensure proper calibration and tracking of precision tools.
- C Calibrated tools/gages are within due dates.
- C Tools and test equipment properly stored.
- C Adequate tools and test equipment available for use for the type of aircraft handled and work performed.
- C Check servicing units for proper markings and capping of hose ends.

#### 3. Audit material and component storage areas with emphasis on the following:

- C Consumable parts/materials in work areas - Shelf life limits observed per to KC Limits.
- C No unlabeled containers.



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**Main Base Audit (cont.)**

**3. Audit material and component storage areas with emphasis on the following: (cont.)**

C Proper identification of removed-serviceable, repairable, and serviceable components.

C ~~KMA~~ Adequate protection of parts against the elements.

N/A Proper storage of flammable materials in a fireproof cabinet.

C Oil / hydraulic fluids, and servicing equipment, are secured and not left open to contamination.

**4. Audit Hangar personnel with emphasis on the following:**

C Familiarity in the use of aircraft log book.

C Familiarity in KC MEL procedures.

C Proper method of recording discrepancies and corrective action per KC procedures.

C Proper use of work forms and inspection cards.

**5. Ramp area:**

C Cleanliness and absence of foreign objects.

C General condition of aircraft, if available.

**6. Ground equipment:**

C Safe and proper operation.

C Tire condition.

C Operation of parking brakes.

C Availability of fire extinguishers.

C Check tow bars for condition.



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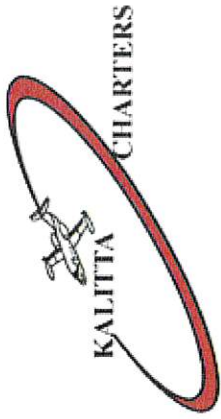
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**7. Safety and fire precaution with emphases on the following:**

- C Condition of ladders and work stands.
- C Condition of aircraft jacks.
- N/A Condition of hydraulic mule.
- C Fluid dispensing containers are properly labeled.
- C Availability and serviceability of fire extinguishers.
- N/A Check Battery operation of Emergency Exit/Lighting.
- N/A Check expiration date of eye wash solutions.
- C Observance of no smoking rules.
- N/A Check Hangar area for hazardous areas, oil spills and overall neatness.

General Observations and Comments:

# 2021 Safety Event Record



<i>A/C No:</i>	<i>Event Description:</i>	<i>Corrective Action:</i>	<i>Date/Time Event:</i>	<i>Event Type:</i>	<i>Acft Config:</i>	<i>Routing:</i>	<i>Event Closed:</i>
N820CK 21-01	Aircraft would not pressurize on departure.	Maintenance repaired the aircraft	1/20/21 / 2230z	Air Turnback	On approach	N/R	3/18/21
N73CK 21-02	While refueling the aircraft, the XFER switch was in the wrong position, this resulted in a small fuel spill.	Crewmember was counseled	2/8/21 / 2230z	Fuel Dump	During ground operations	N/R	3/18/2021
N73CK 21-03	On approach into Burbank Airport the left gear did not indicate down and locked. The crew went into a hold and worked the checklists, but could not get a safe indication. The crew declared an emergency and made a safe landing at KLAX	Maintenance repaired the landing gear switch.	2/11/21 / 0603z	Emergency Declared	On approach	N/R	4/8/2021

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

N451CK 21-04	Enroute to KMLB the weather deteriorated faster than forecasted. We did not have the visibility to accept the approach into KMLB we then diverted to KMCO which had weather above landing minimums and landed without incident. the cargo was then picked up by carrier and delivered to the client.	No Corrective Action.	2710/21 /0630z	Diversion due to weather.	Enroute	KMLB	4/21/2021
N451CK 21-05	Aircraft pressurization problem after take-off, aircraft returned to KAUS.	Purged the Pitot Static System	2/12/2021 / 2/ 0010z	Air Turnback	Enroute	30NM W of AUS	5/7/2021
N913CK 21-06	Window heat issue lead to aircraft windows fogging up after landing, aircraft right main and nose gear went off taxiway, no damage noted.	R+R tires and brakes on number 3 and 4	2/13/21 /0730z	Taxi Event	Taxining	N/R	5/7/2021
N451CK 21-07	Original destination fogged in, flight diverted to KMCO.	None	2/12/21 / 0620z	Diversion due to Weather	On approach	N/R	4/21/2021

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

N451CK 21-08	On climb out from HOU, we started getting fault warnings. At FL400 we noticed that we were losing pressure, the cabin was climbing rapidly. We responded by doing an emergency descent. Once we were at 10,000 feet, we decided to divert to AUS. Landed with no issues.	Maintenance Purged Pitot / Static System	2/11/2021 / 2350z	Decompression	enroute	N/R	5/7/2021
N905CK 21-09	While flying the ZOMBZ Three STAR to the ILS35R we crossed XPATH at 11,000 but did not descend to cross XBEE at 9,000 as depicted on the approach chart. We were informed of our mistake by the approach controller and corrected our flight path.	Chief Pilot counsiled crew,	2/14/2021 / 0105z	Deviation from assigned altitude	On approach	N/R	5/27/2021
N73CK 21-10	After takeoff in climbout lost cabin pressure at 15,000. Returned to KBUR.	System ops checked good, no further issue	2/16/2021	Air Turback	enroute	N/R	5/7/2021
N905CK 21-11	After entering the FBO ramp area from Taxiway S the left main gear exited the paved surface. Was able to return the left main gear to the paved surface.	Aircraft inspected and returned to service after both main gear wheels and brakes replaced	2/18/2021 / 0930z	Taxi Event	Taxing	N/R	5/27/2021

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

N870CK 21-12	RTO due to emergency Cabin system valve opened when take-off power was set.	None	2/20/2021 / 1615z	Rejected Takeoff	Take-off	N/R	5/27/2021
N71CK 21-13	While taxiing in low visibility conditions the crew taxied off the taxiway and ended up in the mud.	The aircraft was towed to the ramp, and inspected for damage, noe found.	2/28/21 / 0625z	Aircraft taxied of taxiway	Taxing	-OU-OKC-HOL	7/9/2021
N71CK 21-14	Climbing through 8000 feet the emergency bleed activated and would not reset, the fligh returned to OKC	None, system reset in flight.	3/15/21 / 0200z	Air Turnback	In-flight	N/R	5/13/2021
N870CK 21-15	Air turn back on a Air Amburlance trip, following a right fuel computer light. (See event log for full details)	Mainteacne repaired the A/C	3/17/21 / 1625z	Air Turnback	On take-off	N/R	5/14/2021



<i>A/C No:</i>	<i>Event Description:</i>	<i>Corrective Action:</i>	<i>Date/Time Event:</i>	<i>Event Type:</i>	<i>Acft Config:</i>	<i>Routing:</i>	<i>Event Closed:</i>
N357CK 21-16	After gear retraction the nose gear unsafe light came on, recycled gear returned to KYIP.	MX adjusted the nose gear up switch, no further reports of issues.	4/3/21 /0130z	Air Turnback	On take-off	N/R	7/14/2021
N357CK 21-17	Aircraft took off with out proper clearance, see event log for additional details.	Crew counseled on proper ATC procedures.	4/24/2021 /0120z	ATC issues (Tower)	Take-off	N/R	7/14/2021
N35WL 21-18	After start aircraft started rolling causing damage to the ground power plug.	Crewmember counseled on standard procedures	4/21/2021 / 1830L	Minor aircraft damage	On-ramp	N/R	7/14/2021
N295CK 21-19	Enroue to KDHN weather deteriorated, diverted to KECP.	None	4/24/2021	Weather diversion	En-route	N/R	7/12/2021

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

N357CK 21-20	Flight planned to land at KCCR diverted to KCEC due to weather.	None	6/4/21 / 0100Z	Diversion due to Weather	Enroute	N/R	7/12/2021
N905CK 21-21	Minor fuel spill during fueling due to failed jettison valve.	Spill cleaned up, refueling procedures revised.	5/30/2021 / 2300Z	Fuel or Hazmat Spill or Incident	On the ramp	N/A	7/12/2021
N870CK 21-22	35 mins out of KYIP, the primary inverter failed the aircraft returned to KYIP.	Maintenance Removed and Replaced the inverter, no further reports of any issues.	6/16/2021 / 1330z	Air Turnback - Other	Enroute	YIP-BHM	7/12/2021
N229CK 21-23	During preflight a crew member burned hand on the pitot tube.	None	7/1/2021 / 1115z	Minor injury to crewmember	On Ramp	N/R	7/12/2021

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

N229CK      Enroute the flight the crew lost communication with ATC, after a short time they found the correct freq and were able to reestablish com.  
21-24

none at this time, to date no regulatory inquiries

6/30/2021 / 1415z

Communication Loss or Failure

Enroute

KYIP-KMSY

7/12/2021

N808CK      In flight aircraft had several electrical issues, crew declared emergency and landed at KBNA.  
21-25

Maintenance inspected the aircraft, no operational issue found, aircraft returned to service.

7/1/2021 / 0400z

Electrical issues

enroute

N/R

7/12/2021

N913CK      Diversion due to weather, enroute to the diversion airport the primary inverter failed, the company had the flight divert to KYIP for repairs  
21-26

Maintenance replaced the inverter.

7/17/21 / 1500z

Diversion

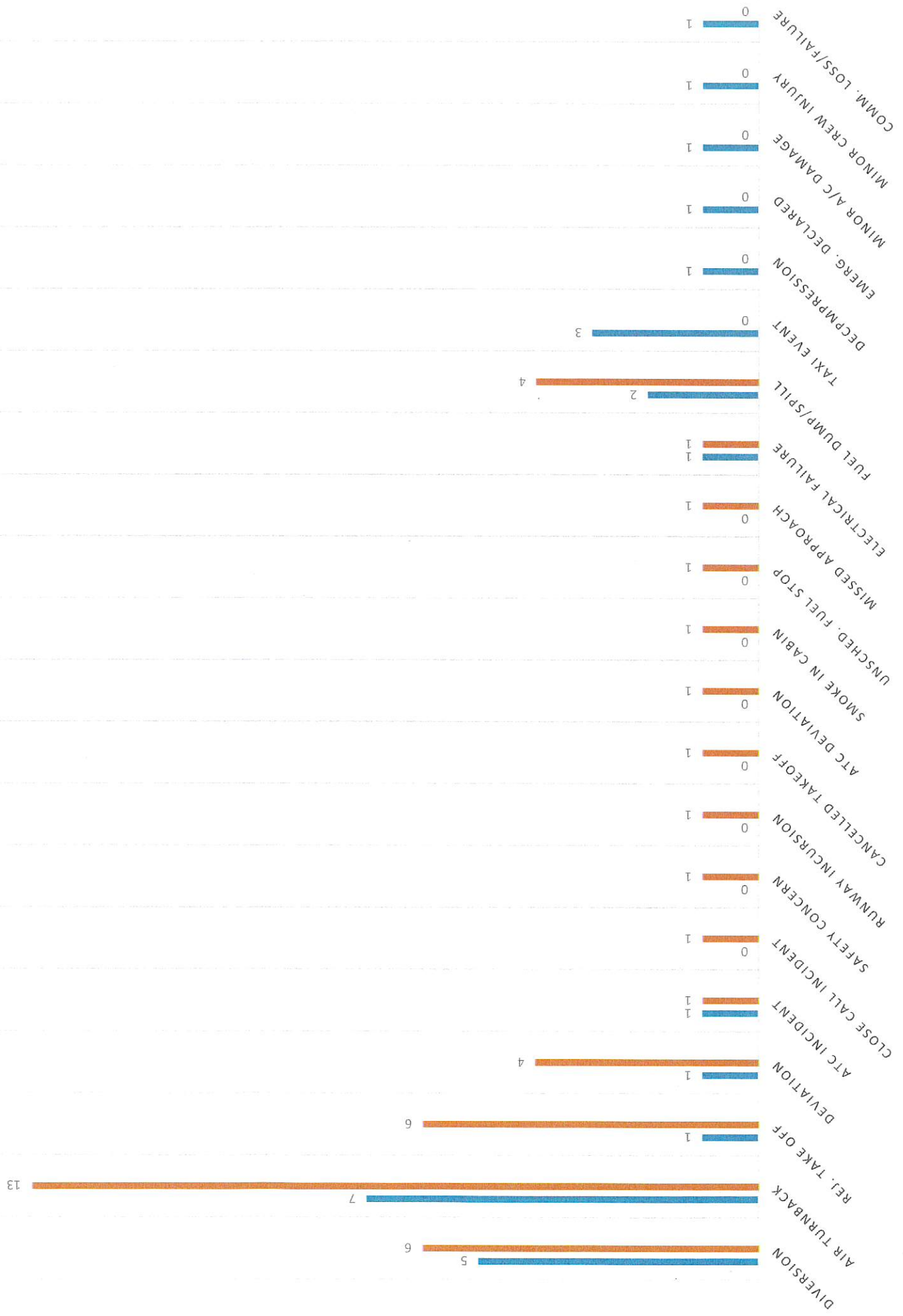
Enroute

N/R

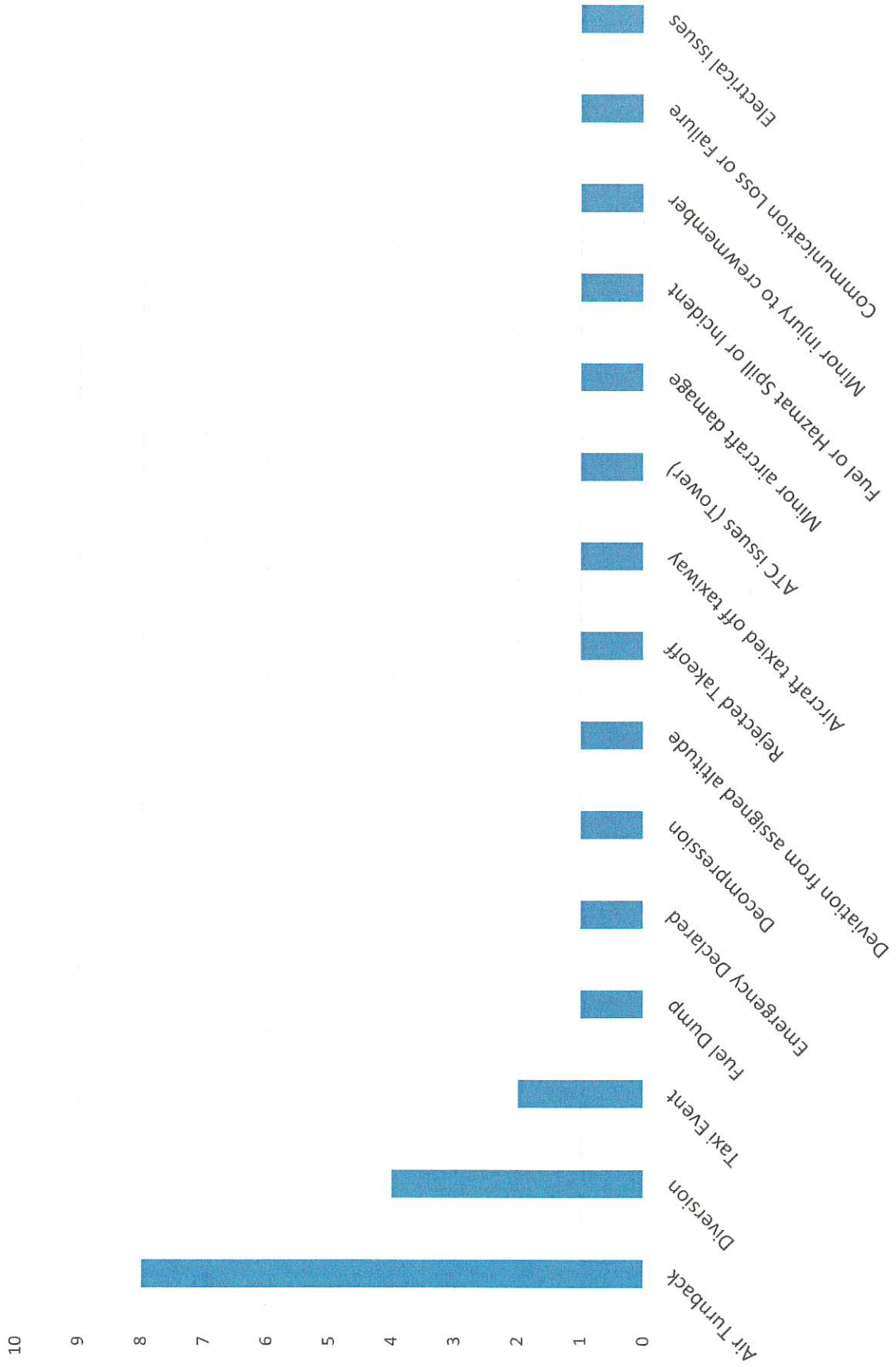
7/22/2021

# 2021 KALITTA CHARTER EVENT LOGS (1ST HALF)

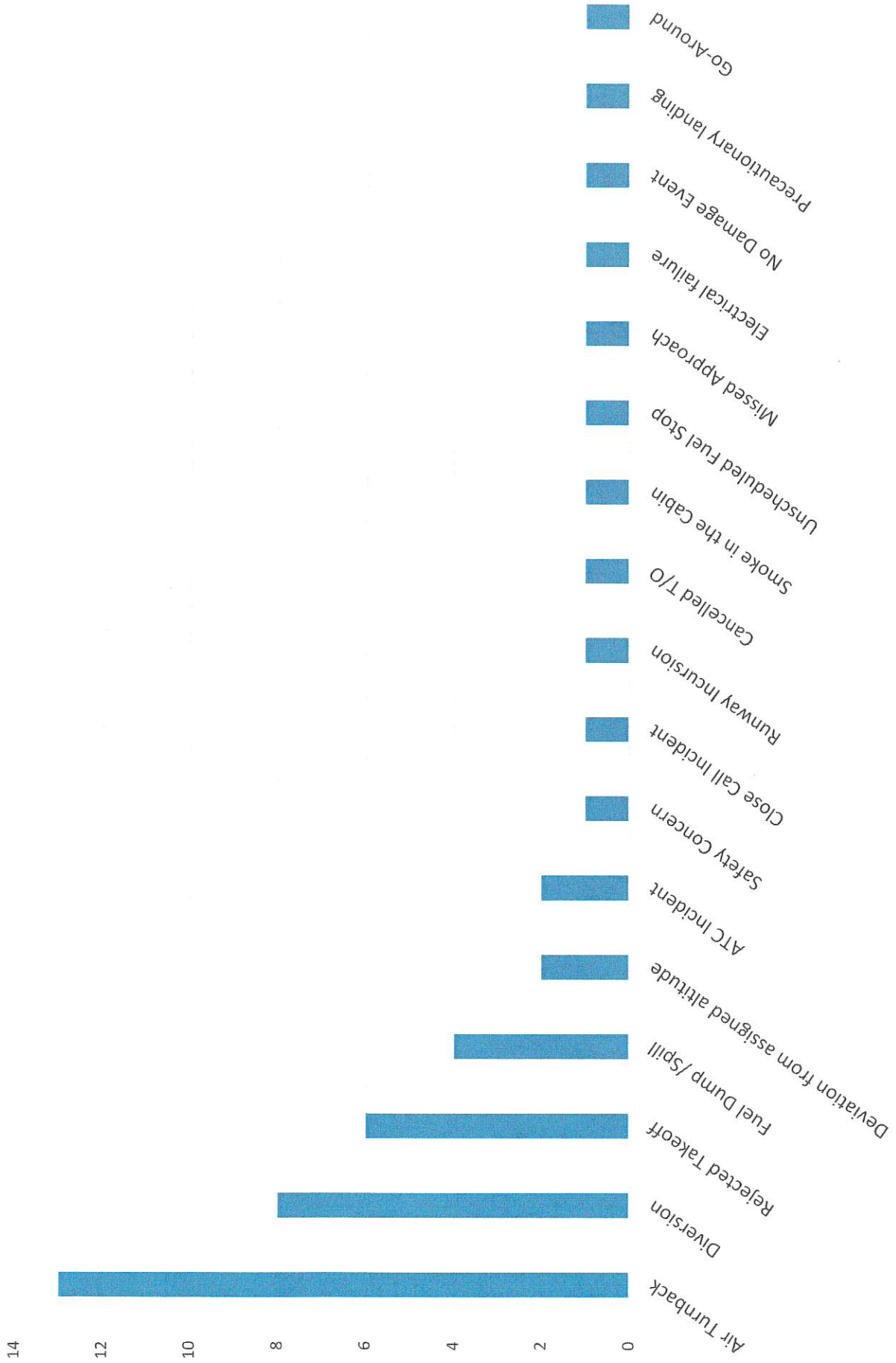
■ 2021 (1st Half) ■ 2020 (Entirety)



# 2021 KC Event Logs



# 2020 KC Event Log Trending





## 2019 KC Event Log Trending

