



February 3<sup>rd</sup>, 2021

Dear Doug,

The IEP Audit for the year 2020 is currently complete. There were a total of nine findings, two remain open. They can be reviewed in the attached IEP Summary.

There have been forty two Event Logs submitted for the entirety of 2020. All have been closed, a comparison chart has been included from the first half of 2020 to the second half of 2020. A record of all event logs has been attached for your review.

There were two pilot meetings held in the second half of 2020. The meeting minutes as well as the attendance lists are attached for your review.

Submitted by:

A blue ink signature of Bruce Anderson, appearing as a stylized, cursive "B" followed by a horizontal line.

Bruce Anderson  
*Mgr. of Safety*

Reviewed by:

A blue ink signature of Ronald Fansler, appearing as a cursive "R" followed by "onald Fansler".

Ronald Fansler  
*Dir. of Safety*

Approved by:

A blue ink signature of Heath Nicholl, appearing as a cursive "H" followed by "eath Nicholl".

Heath Nicholl  
*Senior V.P./Deputy COO*

Accepted by:

A blue ink signature of Doug Kalitta, appearing as a cursive "D" followed by "oug Kalitta".

Doug Kalitta  
*President/CEO*

# Kalitta Charter - 2020 IEP Report

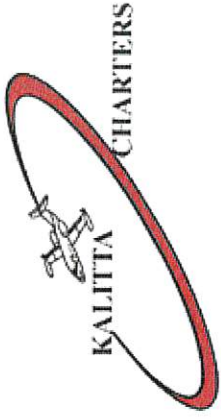
Tracking Number	Finding/Concern	Risk Assessment	Corrective Action Plan	Date Submitted	Reply by date	Extension Date	Record Closed	Review Date	Follow Up Date	Finding/Concern Closed
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1.01-59 / 20-02	The company has not designated a manager who is responsible for the day-to-day management of the SMS system on behalf of the Accountable Executive	Low Risk - 30 Days	Added to the revision 33	6/11/2020	7/13/2020	N/A	<input checked="" type="checkbox"/>	7/23/2020	10/10/2020	<input checked="" 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	Low Risk - 30 Days	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 checked="" type="checkbox"/>
1.01-71 / 20-04	The Informational Bulletin for the Emergency Response Manual has expired	Low Risk - 30 Days	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 checked="" type="checkbox"/>
1.01-75 / 20-05	The Safety Office has not conducted a "Table Top" exercise during the first half of 2020	Low Risk - 30 Days	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 checked="" type="checkbox"/>
1.05-14 / 20-06	The Minimum Equipment List (MEL) for BE-200 S/N -272 N241CK has not been updated to reflect N243CK.	Low Risk - 30 Days	Per the Director of Operation, the MEL for the King Air aircraft has been removed from the Operation Manual.	7/13/2020	8/13/2020	N/A	<input checked="" type="checkbox"/>	9/26/2020	12/10/2020	<input checked="" 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 (\*)**

1.10-7 / 20-07	The Kalitta Charter Safety Policy is out of date. Ronald Fansler is the current Director of Safety	Low Risk - 30 Days	Update the Safety Policy	9/18/2020	10/18/2020	N/A	11/2/2020	1/16/2020	<input checked="" type="checkbox"/>
2.06-8 / 20-08	There were two fire extinguishers in the hanger that were missing their annual inspection tags	Low Risk - 30 Days	Have the extinguishers inspected and serviced if required.	10/8/2020	11/1/2020	N/A	12/31/2020	3/10/2021	<input type="checkbox"/>
2.06-9 / 20-09	During the hanger inspection, to containers of oil were found on a shelf and not properly stored in the appropriate flammable locker	Low Risk - 30 Days	Reminded employees that all flammables must be stored in Flammable locker when not in use.	10/8/2020	11/9/2020	N/A	12/31/2020	3/10/2021	<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.	Low Risk - 30 Days	The Update list was submitted to the the FAA on Feb 13th just waiting approval.	6/1/2020	7/1/2020	N/A	7/17/2020	9/30/2020	<input checked="" type="checkbox"/>

# 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 KJUST the vis dropped below required vis, flight diverted to KAOO.      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 truck to push back and turn the plane on the nose.      None      1/7/2020 / 2020Z      Close Call Incident      Push-back      N/R           3/3/2020

N870CK      During 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      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	<p>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</p>	None	1/9/2020 / 1610z	Fuel Dump	Parked on ramp	N/R	3/2/2020
N229CK 20-05	<p>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</p>	Isolated incident no corrective action	1/12/2020	Fuel Spill	Ramp	N/R	4/13/2020
N237CK 20-06	See Event log	closed event, will make an audit finding	1/15/2020 /	Safety Concern	Ramp	N/R	6/19/2020
N192CK 20-07	<p>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 Kallitta 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</p>	None	1/23/20 / 1730z	Diversion	Enroute	KTCL-	4/16/2020

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

N431CK 20-08	The weather went below landing minimums enroute from KMKE 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 Kallita 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.	None	1/26/20 / 1000Z	Weather Diversion	Enroute	KMKE-KSTJ	4/16/2020
N431CK 20-09	After departure from New York, crew checked in a 2000 and were told they should have crossed Wentz intersection at 1500.	Crew was counseled on SID procedures	2/8/20 / 1935z	Deviation from assigned altitude	On departure	N/R	6/30/2020
N226CK 20-10	We topped off over the wing fuel at KLPR destination was KSHV during fist 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. Abeam KLIT I concluded we would not	None	2/5/20 / 0015	Diversion due to head winds	Enroute	KLPR-KSHV	4/16/2020
N870CK 20-11	RTO due to dropped laptop	None	2/11/20 /1912	Rejected Takeoff	On take-off roll	N/R	4/16/2020

**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	Upon 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 seeeee	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	The 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 windshield 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, 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 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 Turnback - 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	To date there has been no regulatory action	0015z	Deviation from assigned altitude	Enroute	N/R	10/15/2020
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 to correct the imbalance. A low fuel light came 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 inefficient checklist. Captain Burgner determined	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.	MX found an obstruction in the pitot tube, no further reports of any problems	7/5/2020 / 1200Z	Rejected Takeoff	Take-off	N/R	10/15/2020

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

N820CK 20-28	Unable to pressurize after take-off crew returned to KBED	MX found the A/C valve driveshaft binding, cleaned and lube ops checked good.	3/29/2020	Air Turnback	After take-off	N/R	10/15/2020
N808CK 20-29	Aircraft would no pressurize after take-off.	MX cleaned and lubed bleed valve	7/9/2020 / 1355z	Air Turnback - Other	after take-off	N/R	10/9/2020
N808CK 20-30	ATB due to aircraft would not pressurize	MX replaced the Relay box.	7/30/2020 / 0620z	Air Turnback	on-take-off.	N/R	10/6/2020
N192CK 20-31	before landing at CVG the nose gear indication (green light) did not come on. Cycled gear, did a tower fly by, the gear appeared to be down, landing was normal.	adjusted the nose gear down lock	7/31/2020 /0130z	Air Turnback	on approach	N/R	10/6/2020

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

N71CK      Enroute over lake Erie the Mach Trim light came on and the overspeed horn sounded. While head down completing th check list the altitude descended from 36000 to 35600, the crew corrected back to the assigned altitude. ATC made no mention of the event.  
20-32

8/10/2020 / 0315z      Deviation from assigned altitude      Enroute      KBED-KYIP      11/1/2020

N35WL      During the approach, the crew thought that the controller said fly direct to Kuyey cleared to approach, shortly after starting the decent ATC issued a traffic alert and instructed them to climb back up to 4000.  
20-33

9/3/2020 / 1440z      ATC deviation      On Decent.      N/R      12/30/2020

N73CK      While descending through 17000, the Freon System / Aux Heat was trun on to fan, shortly after the Med crew notified that there was smoke in the cabin, the fan was turned off and the smoke dissipated.  
20-34

9/1/2020 / 1945z      Smoke in the Cabin      On decent      Enroute      9/17/2020

N870CK      Flight from KJFK-KSUS, flight made an unscheduled fuel stop at KIND  
20-35

10/1/2020 / 1600z      Unscheduled Fuel Stop      Enroute.      JFK-SUS      11/11/2020

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

N240CK 20-36	training base to final at a un-controlled airport a small training aircraft proceeded on the runway, the crew performed a missed approach was performed, second approach was without incident.	None	10/10/2020 / 1430Z	Missed Approach	On approach	N/R	11/11/2020
N240CK 20-37	ATB due to the #1 pitot light illuminated, the crew notified ATC and landed back at KYIP with on further issues.	Replaced the Number 1 pitot current relay.	8/30/2020 / 0735z	Air Turnback	On departure	N/R	11/11/2020
N870CK 20-38	During take-off roll the emergency bleed open up and would not close. Take-off was at approx 40 knots.	None	10/21/2020 / 0145z	Rejected Takeoff	Take-off roll	N/R	11/11/2020
N73CK 20-39	See Event log for detail, but ATB due to electrical issues.	Mx repaliced the Essential Bus Circuit breaker	11/24/2020 / 0450z	Electrical failure	On departure	N/R	12/30/2020

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

N431CK      Captains ADI flagged on departure, returned to KYIP with out issue.      MX removed and replaced the Gyro.      12/16/2020 / 0920Z      Air Turnback      On take-off      N/R      12/30/2020

N431CK      100 feet into the take-off roll the Tower canceled the T/O clearance, due to a route change.      None      12/21/2020 / 1515z      Rejected Takeoff      On take-off roll      N/R      12/30/2020

N905CK      During climb out the crew thought that they were cleared to FL380, as they passed through 340 ATC asked what altitude were they climbing to, ATC though that FL 340 was the final. ATC then cleared them to FL380 with out further problems.      MX found and replaced several components and found the Captain Static valve in mid position      12/23/2020 /0000z      ATC Incident      After take-off      N/R      1/7/2021

**Pilot Meeting Minutes**  
**08-18-2020**  
**Location: KC Conference Room**

**1. Airmed ID Checks**

1. Stockinger J.:
  - Can Dispatch inform pilots with the PAX ID info that is being sent by the medical team?
2. Munson J.:
  - Dispatch should be sending an email to the pilots with the ID info given to them by the medical team.
  - Pilots will still have to physically inspect the IDs and confirm the info matches what was sent to Dispatch.

**2. ADS-B Bluetooth Connection**

1. Stockinger J.:
  - The strength of the Bluetooth connection to our EFBs from the transponder seems to vary from aircraft to aircraft.
2. Nash R.:
  - The transponders are mounted in an enclosure under the divan seat. Some aircraft may have more signal interference between there and the cockpit.
  - We will try to check on this as aircraft come through maintenance.

**3. GTN COM 1 Volume**

1. Fischer M.:
  - On some aircraft I have experienced issues with com 1 being much louder than com 2 on the captain's side.
  - I have spent some time trying to balance the volume levels with some success.
2. Nash R.:
  - Please come up with a list of tail numbers that have this issue.
  - We will try to check the settings in the GTN to see if there is a solution.
3. Thomas S.:
  - The different headsets being used by the crew may be a factor for this issue.
  - Some headsets seem to be more volume sensitive than others.
  - Make sure both crewmembers are able to hear properly.

**4. Windshields**

1. Birurakis B.:
  - Has Maintenance noticed an increase in windshield damage from the windshield heat?
2. Nash R.:
  - No, we haven't noticed anything out of the ordinary. The windshields are old and showing their age.
  - Repairing or blending a curved windshield is a difficult process.
3. Fischer M.:
  - N905CK has a definite distortion.

## **5. Aircraft Details**

### **1. Nash R.:**

- N357CK #2 Com is hotwired. Make sure to turn it off with the volume knob prior to leaving the aircraft.

### **2. Fischer M.:**

- Make sure to double check the fitment of the baggage nets on the Learjet 36s. The nets for 905CK and 71CK are not interchangeable.
- Cargo nets for the Learjet 36s also have to be secured properly to the floor, not just clipped to the baggage net.
- You may have trouble with TAWS when parked close to the hangar. There is a GPS repeater in the hangar that may be causing interference. The issue should resolve itself after taxiing away from the hangar.
- The galley cabinets in our passenger Learjets are getting scratched and damaged. Please be conscientious while loading and unloading to help keep our aircraft looking their best.

## **6. Aircraft Preflight**

### **1. Nash R.:**

- N913CK had an engine that suffered FOD from a wing root fairing screw. Please check for loose screws during preflight especially around the wing root and nose panels.

### **2. Fischer M.:**

- Copilots need to be able to complete the aircraft preflight in a timely manner.

## **7. KBED Radiopharmaceutical Trip**

### **1. Clark B.:**

- In the past we have had excessive ground time at KBED. Do what you can to reduce the turnaround time.

### **2. Birurakis B.:**

- The last couple Sundays have received good feedback.

### **3. Munson J.:**

- Let me know if you have any questions about the KBED trips so we can work out the details before Sunday.

## **8. New Hires**

### **1. Mason T.:**

- We are finishing up a class of 4 new hires. So please welcome Ben Schwartz, Dane Andersen, Tara Breitling and Mark Williams.

## **9. GPU Charges**

### **1. Clark B.:**

- Before using a GPU, inquire if the FBO is going to charge for it. Some are free or included in service fees.
- If it is not free and you can do without it, then don't order it.
- As always monitor battery usage and get a GPU if necessary.

## **10. Safety**



1. Anderson B.:
  - Keep submitting Event Logs as required.

## **11. Checklist Procedures**

1. Thomas S.:
  - It has come to my attention that some pilots are adjusting their checklist discipline depending on who they are flying with. Example: Management vs line pilots.
  - Standards Manual Ch1 - Effective checklists are pertinent and concise. Use them the way they are written: verbatim, smartly and professionally.
  - Checklist use needs to be standard across all crews to ensure proper CRM.
  - If you have any recommendations for checklist adjustments, send them my way and I'll be happy to review them.

## **12. Professionalism**

1. Clark B.:
  - Pilots must keep their conversations professional around customers.
  - Passengers in the aircraft can hear you talking in the cockpit.
  - Be careful what you are saying about the operations and aircraft. Your conversations can be misunderstood by the customer.

## **13. GTN 7XX Database Updates**

1. Thomas S.:
  - The new navigation database is available prior to our crew changeover day and will be sent with the pilots going to an aircraft on the road.
  - The new FliteCharts don't become available until a couple days after the crew change and may become expired.
  - Check with Maintenance for updates if the plane makes its way through YIP.
2. Falstad B.:
  - Could pilots update the database cards while on the road?
3. Thomas S.:
  - We will have to check with Maintenance to see if that is possible.
  - There could be issues with SD card slot availability and the possibility of having to troubleshoot issues with downloading data to the card.

## **14. Falcon Copilots**

1. Birurakis B.:
  - We need more Falcon copilots. Especially the blue group.
  - If you are interested please let Management know.

## **15. Water survival Course**

2. Brito S.:
  - With the increase in overwater operations in the Challenger are we considering a hands on water survival training course?
3. Birurakis B.:
  - Not at this time.

## 16. Covid Trips

### 1. Birurakis B.:

- Please update Dispatch if you have changed your status about transporting Covid patients or passengers.
- Covid passenger trips will start and end in YIP so we can make sure the aircraft is cleaned and decontaminated properly.
- While transporting Covid passengers, everyone needs to be wearing a mask during the entire trip.
- Contact Brad if you need masks.
- If you are a yes for Covid trips, you need to be fit tested for a mask to ensure it works properly.

### 2. Stockinger J.:

- Be aware there are different types of N95 masks and to be effective you should be wearing the same type of mask you were fit tested with.

## 17. TFR

### 1. Fischer M.:

- TFR season is upon us with the upcoming election. Make sure to check for TFRs before and during a trip.

### 2. Lund E.:

- Don't change your transponder code when canceling IFR unless instructed by ATC to do so. Especially inside a TFR.

### 3. Birurakis B.:

- You shouldn't be canceling IFR unless you are talking with someone on the ground. Review Ops Spec C077.

## 18. RAIM Predictions

### 1. Fischer M.:

- Do we still have to do RAIM checks?

### 2. Clark B.:

- If your GPS is WAAS capable and there is WAAS coverage then no RAIM prediction is required. Reference AC 90-100A

### 3. Fischer M.:

- Here is what I found with further research.

- AC 90-100A:

(6) If TSO-C145/C146 equipment is used to satisfy the RNAV requirement, the pilot/operator need not perform the prediction if WAAS coverage is confirmed to be available along the entire route of flight.

NOTE: Outside the U.S. or in areas where WAAS coverage is not available, operators using TSO-C145/C146 receivers are required to check GPS RAIM availability.

- The GTNs are TSO-C146

- Here is a link to the FAA's WAAS Quick Facts Sheet

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/echops/navservices/gnss/library/factsheets/media/WAAS\\_QFSheets.pdf](https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/echops/navservices/gnss/library/factsheets/media/WAAS_QFSheets.pdf)

## 19. Learjet GPS Steering

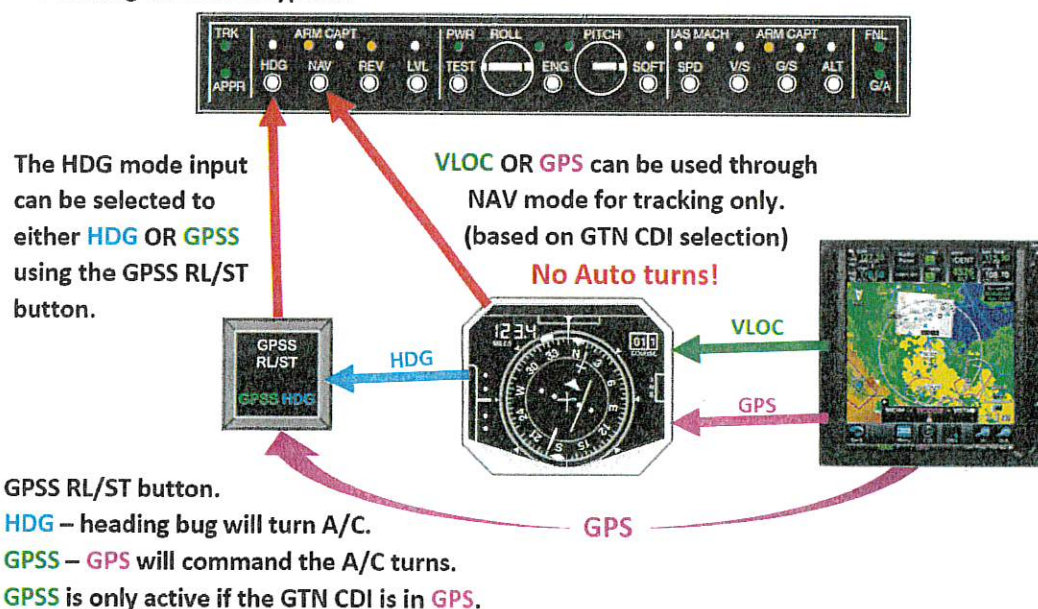
1. Lund E.:
  - Some Learjets need to have the ADF on so the GPS can steer the aircraft and others will not steer via the GPS.
2. Clark B.:
  - On 431CK the ADF does have to be on for the GPS steering to work properly.
  - There are different installations of the GTN 750s and Ron Nash is going to work on getting them more standardized in the future.
3. Pedersen N.:
  - A couple (at least 35WL and 913CK) of them have a GPSS RL/ST button that allows GPS steering through the HDG mode instead on the NAV mode.
4. Mason T.:
  - The only Lear without the capability to steer via the GPS is 295CK with the Garmin 400. On 295CK you have to manually turn the aircraft with the course knob when the GPS instructs you to turn to the new course.
  - All of the GTN 750s have some version of GPS steering.
    - a. SIU – With a steering interface unit you have to select GPS with the CDI button on the GTN touch screen on the Map page and then engage the NAV mode on the autopilot. The aircraft will track and turn via the GPS.
    - b. GPSS RL/ST – With a GPS Roll Steering button the aircraft will track and steer though the autopilot HDG mode via the GPS. The GPS will not turn the aircraft in NAV mode. In NAV mode it will only track via GPS. Please refer to the following diagram for the GPSS RL/ST explanation.

### GTN/GPS GPSS (GPS Steering) Setup

- Select GTN CDI to **GPS**.
- Engage HDG mode on autopilot. GPSS RL/ST button defaults to **HDG**.
- Press GPSS RL/ST button to switch from **HDG** to **GPSS**.
- **GPS** will now turn the A/C upon reaching the next waypoint.

### Switching from GPSS (GPS Steering) to HDG

- Press GPSS RL/ST button to switch from **GPSS** to **HDG**.
- The HDG mode will automatically disengage.
- Engage HDG mode on auto pilot.
- Heading bug will now turn the A/C.



## Attendance List

<b>PRESENT</b>	<b>ABSENT</b>
ANDERSON, B. - SAFETY	ADAIR, S.
BIRURAKIS, L.	ADAMS, D.
BRITO, S.	ANBAR, E.
CLARK, B.	ANDERSEN, D.
CONRAD, R.	ANSTETH, S.
DORMAN, R.	BREITLING, T.
FALSTAD, R.	BURGNER, V.
FISCHER, M.	CHILDS, C.
GASTRICH, A.	DAHL, D.
HEIKKINEN, A.	GOODS, T.
HEILMAN, D.	GOODWIN, W.
LUND, E.	HANDREN, M.
MARRION, R.	HASKIN, J.
MASON, T.	KAIRYS, D.
MILLER, S.	KALITTA, D.
MUNSON, J. - DISPATCH	KISER, M.
NASH, R.- MAINTENANCE	LARSON, M.
PEDERSEN, N.	LEADMAN, S.
POWERS, T.	LONDON, D.
RIGBY, T.	LORANT, D.
SHNITZER, R.	MARDEN, L.
STOCKINGER, J.	MURPHY, K.
THOMAS, S.	OLEJNICK, D.
TURNBULL, A.	RICHARDS, P.
VAN HOUTEN, A.	RIIS, L.
VAUGHT, S.	SCHANKIN, S.
WALTON, B.	SCHWARTZ, B.
WILLIAMS, M.	SHER, M.
YOUNG, R.	SPENCER, B.
ZANG, M.	STURGEON, P.
ZEFFER, M.	TORRES, R.
	VICK, G.
	WETZEL, R.
	ZEEB, A.
	ZUKOWSKI, M.

**Pilot Meeting Minutes**  
**10-20-2020**  
**Location: KC Conference Room**

**1. Airmed ID Checks**

1. Stockinger J.:

- The air ambulance passenger ID check process has been working out.

**2. Falcon Training**

1. Clark B.:

- The Falcon simulator is going to be shutting down for a while and we are trying to schedule some sim time before this happens.
- Be on the lookout for emails about Falcon sim sessions.

2. Thomas S.:

- We need more Falcon first officers.
- Lear only FOs will be transitioning into the Falcon soon.

**3. GTN COM 1 Volume**

1. Clark B.:

- The different headsets being used by the crew may be a factor for this issue
- Some headsets seem to be louder than others
- Let maintenance know if you have volume issues. They are working on balancing the volume levels.

**4. Pilot Records**

1. Thomas S.:

- Please update your FODES and Wyvern flight times.
- Pilots have been emailed a flight and duty link. After some time, emails are automatically archived so be sure to save the link or occasionally forward yourself the linked email.
- Let me know if you need a new flight and duty link emailed to you.

**5. Training**

1. Mason T.:

- We started a new class of 4 new hires. So please welcome Stephen Wallace, Jon Moriarty, Matthew Marden, and Tristan Cathala Andrews.
- Winter Ops Training has been issued. Please complete ASAP.

2. Thomas S.:

- Welcome new hires.
- We have been receiving a lot of resumes and it's a slow process to go through all the applications.
- Pilots have been requesting updates on their recommended applications. Internal recommendations are taken seriously, so please keep them coming.

## **11. Aircraft Equipment**

1. Nash R.:
  - N71CK does not have SELCAL.
2. Murphy K.:
  - Does the Sat phone work in N357CK?
    - Nash R.: No, and we do not have a subscription.
4. Stockinger J.:
  - N295CK's autopilot will deactivate NAV mode while it's tracking via GPS when you go out of range or over the VOR tuned in NAV #1.
  - The Autopilot is unpredictable in its response to a loss of #1 VOR signal.
    - Nash R.: N295CK doesn't have roll steering and was wired in an odd way. The solution is to install a steering interface unit when/if we install the Garmin GTN 750.
    - Mason T.: The work around is to continually tune in a VOR that is within range in the #1 NAV and monitor the autopilot NAV mode selection.

## **12. Training Captain/Check Airman Recommendations**

1. Thomas S.:
  - Here is a list of recommendations from training captains and check airman.
    - Review how to calculate Derated/Partial power settings. Don't guess, and ask questions if you don't understand how to derate power settings.
    - Captains and co-pilots need to conform to standards. This allows crews to use proper CRM and improve safety.
    - Keep takeoff and approach briefings brief and follow the Standardization Manual Appendix A and B.
    - Review configuration vs airspeed. Ask if you don't understand the concept.
    - Follow the headset requirements outlined in the Ops. Manual Ch. 4, Pilot Headsets. If you have broken or missing equipment, talk to Brad for any deviation to the policy.
    - As always, please direct any questions to management or training.

*Attendance list on following page*

## Attendance List

<b>PRESENT</b>	<b>PRESENT</b>	<b>ABSENT</b>
ADAIR, S.	MURPHY, K.	ADAMS, D
ANDERSEN, D.	NASH, R.- MAINTENANCE	ANBAR, E.
ANDERSON, B. - SAFETY	OLEJNICK, D.	BIRURAKIS, L.
ANSTETH, S.	PEDERSEN, N.	CHILDS, C.
BREITLING, T.	POWERS, T.	DORMAN, R.
BRITO, S.	RIGBY, T.	GOODS, T.
BURGNER, V.	RIIS, L.	GOODWIN, W.
CATHALA ANDREWS, T.	SCHANKIN, S.	HEILMAN, D.
CLARK, B.	SCHWARTZ, B.	KAIRYS, D.
CONRAD, R.	SHER, M.	KALITTA, D.
DAHL, D.	SPENCER, B.	KISER, M.
FISCHER, M.	STOCKINGER, J.	LARSON, M.
GASTRICH, A.	STURGEON, P.	LEADMAN, S.
HANDREN, M.	THOMAS, S.	MARDEN, L.
HASKIN, J.	TURNBULL, A.	MARRION, R.
LONDON, D.	VAUGHT, S.	RICHARDS, P.
LORANT, D.	WALLACE, S.	SHNITZER, R.
LUND, E.	WALTON, B.	TORRES, R.
MARDEN, M.	WILLIAMS, M.	VAN HOUTEN, A.
MASON, T.	YOUNG, R.	VICK, G.
MILLER, S.	ZEEB, A.	WETZEL, R.
MORIARTY, J.	ZEFFER, M.	ZANG, M
MUNSON, J. - DISPATCH		ZUKOWSKI, M

# 2020 KALITTA CHARTERS EVENT LOGS

■ 1st Half ■ 2nd Half

