EVENT LOG

KALITTA

HARTERS

Doc.: KC-002 Rev.: 5 Date: 01-18-12

Event Date:	Event Time:	Event Location:	Log Page:
Aircraft:	Trip No.:	Name:	ID #:
	EVEN	IT TYPE (Check all that apply)	
Aborted Takeoff Air Ambulance/Medical Air Turn Back Aircraft Damage, Accident/FOD Bird Strike Other, specify:	Block Turn Back	Aent/Incident) Fuel Dump, spectra ared Fuel Spill, spectra GSE Damage	ify qty.
	F	PHASE OF OPERATION	
Freight Build up/Sort Freigh	nt Load/Unload 🔄 Fue	eling Ground Handling M	aintenance In-flight Taxi-in Taxi-out
IN	DIVIDUALS DIRECT	LY INVOLVED AND/OR WITN	
Charter Employee Flight Cr	ew Ereight Handler	s Fuelers Ground Handlers	Loadmaster Unknown Vendor/Visitor
NAME:		EMPLOYER:	PHONE:
Witness Only Directly I	nvolved	POSITION:	HRS ON DUTY:
			PHONE:
Witness Only Directly Involved			HRS ON DUTY:
NAME: Witness Only Directly I	Involved		
NAME:	moned	POSITION: EMPLOYER:	HRS ON DUTY: PHONE:
Witness Only Directly I	Involved	POSITION:	HRS ON DUTY:
DE	SCRIBE EVENT (Att	tach additional sheets to hard co	opy if necessary)
Did Emergency Services (Fire, Spill	, Police, etc.) respond?	YES NO Non-Charte	r equipment/property involved? YES NO
			I
YES NO Response Requ		OMPLETED BY MANAGEMEN Distribution:	



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KC REPORTABLE EVENTS FAA REPORTABLE EVENTS Airport Hazards Aircraft Structural Damage Requiring Major Repair ATC incident - Brake System Failure Cabin Pressure Loss Engine Shutdown During Flight (Including Flameout) - Dangerous Goods Event - Failure or Hazardous Leakage of Fuel or Dump System - Declaration of Emergency - False Fire Warning - EFB Malfunctions Hijack/ Terrorist Act - Use Of Emergency Procedures or Equipment – In-Flight Fire Diversion Landing Gear or Gear Door Malfunction During Flight - Flap Limit Speed Exceedence Near Mid-Air Collision - Fuel Dump - Smoke/Fumes-Cabin/Cockpit Go-Around below Decision Height — Altimetry System Error (ASE) - Go-Around for Windshear Assigned Altitude Deviation (AAD) - GPWS Go-Around Warnings - Total Vertical Error (TVE) Ground Facility Failure Affecting Flight Safety - Unruly Passenger - Hard Landing Weight Tab or Fueling Error - Significant - Hazardous Conditions - Other NTSB REPORTABLE EVENTS Landing With Less Than FAA Reserve Fuel An aircraft accident; - Lavatory Smoke Detector Tampering - Flight control system malfunction or failure; - Rejected Take-off - Inability of a crewmember to perform normal flight duties due to Runway/ Taxiway Incursion injury/illness: Severe Turbulence Failure of any internal turbine engine component resulting in Stall Warning escape of debris other than out the exhaust path; Tailstrikes In-flight fire; - Third Party Damage/ Injury Aircraft collision in flight; Unintentional Deviations from Track/Altitude/Speed Damage to property, other than A/C, estimated to exceed \$25,000 for repair or fair market value in the event of total loss, whichever Email This Form to: is less. EventLogSupervisors@kalittacharters.com - For aircraft more than 12,500 pounds maximum CTW: o In-flight failure of electrical systems which requires the TO VERIFY YOUR LOG WAS RECEIVED CALL: sustained use of an emergency bus powered by a back-up 734-544-7016 or source such as a battery, auxiliary power unit, or air-driven generator to retain flight control or WORLD WIDE: 734-484-0088 (EXT. 7016) o In-flight failure of hydraulic systems that results in sustained reliance on the sole remaining hydraulic or mechanical system E-mail inquiries to: hnicholl@kalittacharters.com for movement of flight control surfaces; o Sustained loss of the power or thrust produced by two or more engines; and o An evacuation of an aircraft in which an emergency egress system is utilized. A complete loss of information, excluding flickering, from more than 50 percent of an aircraft's cockpit displays known as EFIS displays, EICAS displays, ECAM displays; orther displays of this type, which generally include a PFD, PND, and other integrated displays; ACAS resolution advisories issued either when an aircraft is being operated on an instrument flight rules flight plan and compliance with the advisory is necessary to avert a substantial risk of collision between two or more aircraft; or to an aircraft operating in class A airspace.

- Any event in which an operator, at a public-use airport on land, lands or departs on a taxiway, incorrect runway, or other area not designed as a runway; or experiences a runway incursion that requires the operator or the crew of another aircraft or vehicle to take immediate corrective action to avoid a collision.
- An aircraft is overdue and is believed to have been involved in an accident.