ELITE JET

SMS

Safety konference
ÚCL 2018

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Obsah prezentace

1) Profil společnosti ELITEJET
   - provoz NCC
2) Systém SMS
   - reporting, audity, data pro SMS
   - vyhodnocení reportu
   - vzory SRE, MOC, MR
3) Statistika
4) Diskuze

Profil společnosti

- **AOC**
  - 11/2014 společnost získala AOC pro vyhlídkové lety na PA28-RT OM-EMM
  - 04/2015 pod komerční provoz zařazeny letadla OM-GLE a OM-TIP
  - 07/2015 letadlo OM-EMM vyřazeno z AOC a dále provozováno majitelem, rozšíření provozu o OM-FTS
  - 12/2017 rozšíření AOC o C560XL OM-BLS a OM-FTS
  - Celkem 17 pilotů (30 zaměstnanců)
  - ACFT + HELI (VFR)

- **NCC**
  - 11/2014 zahájen provoz neobchodní letecké dopravy NCC – letadla OM-SYN a OM-GLE (SK/NCC/01 a SK/NCC/02)
  - OM-SYN ve flotile pouze 10 dnů – do 24.11.2014
  - 06/2015 zahájen NCC provoz letadla C525A OM-FTS (SK/NCC/04)
  - 08/2017 zahájen NCC provoz letadla C560XL OM-BLS (SK/NCC/06) a 6.9.2017 C560XL OM-XLS
  - Stejné principy řízení bezpečnosti jako pro CAT (AOC)

Typ/Type	Poč./Nbr	A/C REG
C525A	1x	OM-FTS
RA390	1x	OM-GLE
B429	1x	OM-TIP
C56X	2x	OM-XLS, OM-BLS

Systém SMS

- Omezený zdroj dat
  - Reporty, audity
  - EASA SIBs
  - školení
- Databáze (EHEST)
  - Reporty
  - Nebezpečí (Hazards)
  - Události (Undesirable events – UE)
- Dokumentace
  - Jednotné číslování
  - Vzájemné provázání dokumentů

Systém SMS - reporting

Systém SMS - reporting

- Stanovení „relativní“ úrovně reportingu – 10%
- Různá kvalita hlášení
- Kultura společnosti
- Jednoduchý systém
  - Zapojení provozního dispečinku
  - Různé formuláře dle typu události (Flight report, volná forma)
  - Akceptace různých forem hlášení (telefon, email, papírová forma, EFB)

Systém SMS - reporting

- Databáze hlášení
  - Povinné
  - Dobrovolné
  - SANA/SACA inspekce

- Ukázka databáze (.xls)
- Ukázka databáze (.pdf)

ELITE JET

FLIGHT REPORT FORM

ISSUE: 1
REV: 2

FLIGHT REPORT No.:

CREW	ROUTING	FLIGHT
PIC:	FROM:.....	REG: .....
F/O:	TO:	Flight No: .....
XCR:		DOF: .....
		Time (UTC): .....

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Report:

Written by:

Name:	Date:	Signature:

DATE: 26 OCT 2017 ELJ – F – FLT – 001 PAGE: 1/2

Systém SMS - reporting

Date	Ref: ELJ-REP-	CAA Ref.:	Classification	Registration	TYPE	FLT Number	CMD NAME	FO NAME	Departure	Arrival	Localisation of event	Time (UTC)	AOG	Application of emergency procedure?	Mission	Number of passagers	Flight phase	Flight rules	Visibility	Clouds	Wind	OAT	Weather conditions	Type of Undesirable Event	Description
20.12.2017	20171220_01	NIL / not reported	Flight Report	OM-FTS	C525A	ELJ201	[redacted]	[redacted]	LIRQ	LZIB	LIRQ	13:25		NO	Commercial	5	Preflight check	IFR	NIL	NIL	NIL	NIL	NIL	Software	[redacted]
09.01.2018	20180109_01	Reported	Flight Report	OM-XLS	C56X	ELJ503	[redacted]	[redacted]	EPKK	LKTB	LKTB	16:50	Y	NO	Commercial	2	Level flight	IFR	NIL	NIL	NIL	NIL	NIL	Aircraft failure other than engine failure	[redacted]
10.01.2018	20180110_01	Reported	Flight Report	OM-BLS	C56X	ELJ402 / 403	[redacted]	[redacted]	LZIB	LZKZ	LZIB	11:50	N	NO	Commercial	0	Level flight	IFR	NIL	NIL	NIL	NIL	NIL	Aircraft failure other than engine failure	[redacted]
17.01.2018	20180117_01	SACA-LBA/D-2018-0096	SACA	OM-GLE	RA390	ELJ101	[redacted]	[redacted]	LZIB	EDDF	EDDF	09:00	N	NO	Commercial	3	Postflight check	IFR	NIL	NIL	NIL	NIL	NIL	SACA	[redacted]
25.01.2018	20180125_01	SACA-OK-2018-0011	SACA	OM-FTS	C525A	ELJ201	[redacted]	[redacted]	LZIB	LKPR	LKPR	11:05	N	NO	Commercial	2	Postflight check	IFR	NIL	NIL	NIL	NIL	NIL	SACA	[redacted]
07.02.2018	20180207_01	Reported	Flight Report	OM-FTS	C525A	ELJ201	[redacted]	[redacted]	LZIB	LFPB	LZIB	11:45	N	NO	Commercial	5	Take-off	IFR	800-2000 m	BKN	5-10 kt	0-10°C	Snow	Incident linked to icing conditions or deicing procedure	[redacted]
10.02.2018	20180210_01	NIL / not reported	Incident	OM-BLS	C56X	ELJ402	[redacted]	[redacted]	LFLS	LOWW	LFLS	12:00	Y	YES	TBA	TBA	Take-off	IFR	NIL	NIL	NIL	NIL	NIL	Splashing of liquid (oil, hydraulics)	[redacted]
10.02.2018	20180210_02	SACA-DGAC/F-2018-0179	SACA	OM-BLS	C56X	ELJ401	[redacted]	[redacted]	LZIB	LFLS	LFLS	11:40	N	NO	Commercial	4	Preflight check	IFR	NIL	NIL	NIL	NIL	NIL	SACA	[redacted]
21.02.2018	20180221_01	NIL / not reported	Flight Report	OM-GLE	RA390	ELJ101	[redacted]	[redacted]	LZIB	LKPR	LZIB	07:25	N	NO	Commercial	3	Preflight check	IFR	NIL	NIL	NIL	NIL	NIL	Flight / Duty / Rest Limitation	[redacted]

	Damage on aircraft	If yes, description of damage	Related aircraft domain 1 (ATA)	Related aircraft domain 2 (ATA)	Nbre of pax or third parties slightly injurted	Nbre of pax or third parties badly injurted	Nbre of pax or third parties fatally injurted	Contributing factors 1	Contributing factors 2	Contributing factors 3	Contributing factors 4	Report analyzed?	SRE No.: ELJ-SRE-	Corrective actions implemented	Preventive actions implemented	Corrective / Preventive Action Ref. Report feedback	Target time	Date of completion	Notes
of OPP in of] ast	None	NIL	NIL	NIL	0	0	0	NIL	NIL	NIL	NIL	In progress	TBA	YES	YES	ELJ-REQ-20171221_01	25.12.2017	21.12.2017	ELJ-REQ-20171221 - zasláno POM (via LEON) - zrušeno 25.01.2018 POMem via LEON
ad	Aircraft slightly damaged	FMS 2 U/S	34 Navigation/Flight Data System	NIL	0	0	0	NIL	NIL	NIL	NIL	YES	20180113_01	YES	In progress	ELJ-REQ-20180114_01	31.01.2018	TBA	FMS replaced - see CRS MEL should be updated
thou gage ues	Aircraft slightly damaged	A/P failure	22 Auto Flight System	NIL	0	0	0	NIL	NIL	NIL	NIL	YES	20180114_01	NO	NO	ELJ-REQ-20180214_01	10.01.2018	14.02.2018	konzultace s výrobcem, MINDOP vyžádal dodatečné informace UPDATE: k 14.02.2018 žádné informace od výroboe - uzavření případu
	None	NIL	NIL	NIL	0	0	0	NIL	NIL	NIL	NIL	YES	NIL	NO	NO	NIL	NIL	NIL	NO findings
	None	NIL	NIL	NIL	0	0	0	NIL	NIL	NIL	NIL	YES	NIL	NO	NO	NIL	NIL	NIL	NO findings
d ant arture	None	NIL	NIL	NIL	0	0	0	Time pressure (RYR dep)	Communication with ground staff	NIL	NIL	In progress	20180214_01	NO	YES	ELJ-REQ-20180214_02	07.03.2018	TBA	doručeno posádkou 08.02.2018, LZIB požádáno o vyšetření 10.02.2018
ole gron	None	NIL	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	
	None	NIL	NIL	NIL	0	0	0	NIL	NIL	NIL	NIL	YES	NIL	NO	NO	NIL	NIL	NIL	NO findings
P est for	None	NIL	NIL	NIL	0	0	0	NIL	NIL	NIL	NIL	YES	20180222_01	YES	NO	ELJ-REQ-20180222_01	NIL	NIL	NO further acton needed

Systém SMS – hodnocení rizik

- SRE – Safety Risk Evaluation
  - Zasazení události do kontextu
  - Hodnocení rizika události
    - Databáze nebezpečí
    - Databáze událostí (UE)
  - „Bow-tie“ model
  - Reaktivní x Proaktivní přístup

Systém SMS – hodnocení rizik

Safety Risk Assessment Matrix

RISK PROBABILITY	RISK SEVERITY				
	NEGLIGIBLE (A)	MINOR (B)	MAJOR (C)	HAZARDOUS (D)	CATASTROPHIC (E)
FREQUENT (5)	5 A	5 B	5 C	5 D	5 E
OCCASIONAL (4)	4 A	4 B	4 C	4 D	4 E
REMOTE (3)	3 A	3 B	3 C	3 D	3 E
IMPROBABLE (2)	2 A	2 B	2 C	2 D	2 E
EXTREMELY IMPROBABLE (1)	1 A	1 B	1 C	1 D	1 E

Safety Risk Tolerability Matrix

SUGGESTED CRITERIA	ASSESSMENT RISK INDEX	SUGGESTED CRITERIA
Intolerable region	5 B, 5 C, 5 D, 5 E, 4 C, 4 D, 4 E, 3 D, 3 E	Unacceptable under the existing circumstances
Tolerable region	5 A, 4 B, 3 C, 2 D, 2 E	Acceptable based on risk mitigation. It may require management decision
Acceptable region	3 A, 3 B, 2 A, 2 B, 2 C, 1 A, 1 B, 1 C, 1 D, 1 E	Acceptable

Safety Risk Probability Table

RISK PROBABILITY	MEANING	VALUE
FREQUENT	**Likely to occur many times** (has already occurred in the company (Freq. > 3 x year). Has occurred frequently in the history of the aviation industry)	5
OCCASIONAL	**Likely to occur sometimes** (has already occurred in the company (Freq. < 3 x year). Has occurred infrequently in the history of the aviation industry)	4
REMOTE	**Unlikely to occur, but possible** (has already occurred in the company at least once. Has regularly occured in the history of the aviation industry)	3
IMPROBABLE	**Very unlikely to occur** (not known to have occurred in the company but has already occurred at least once in the history of the aviation industry)	2
EXTREMELY IMPROBABLE	**Almost inconceivable that the event will occur** (it has never occurred in the history of the aviation industry)	1

Safety Risk Severity Table

SEVERITY OF OCCURRENCE	MEANING				VALUE
	PERSONNEL	ENVIRONMENT	MATERIAL	IMAGE	
CATASTROPHIC	Multiple fatalities	Massive effects (pollution, destruction, etc.)	Damage> 1 M€	International impact	E
HAZARDOUS	Fatality	Effects difficult to repair	Damage< 1 M€	National impact	D
MAJOR	Serious injuries	Noteworthy local effects	Damage< 250K€	Considerable impact	C
MINOR	Slight injuries	Little impact	Damage< 50K€	Limited impact	B
NEGLIGIBLE	Superficial or no injuries	Negligible or no effects	Damage < [illegible]	Light or no [illegible]	A

Risk matrix | Staff-Reg | Human factors | Environemental | Technical | Mission - Operational

Systém SMS – hodnocení rizik

Hazard no.	Revised on	Description	Specific nature of hazard	Likelihood	Severity	Result	Defences	Likelihood	Severity	Result	In place yes	Additional measures or comments
MSN-01		No information on the working area	Delay in completing flights due to lack of information. During flight, safety potentially undermined due to lack of information (near miss, no-flyover zone, disturbances)	Remote	Major	Tolerable	Establish the criteria for determining the working area. Inform the client of these criteria to avoid delay in the completion of the service.	Improbable	Major	Acceptable	YES	
MSN-02		Lack of aeronautical documentation or incomplete documentation	Delay in the preparation and execution of the flight. Possible penalties, flight safety potentially undermined	Remote	Major	Tolerable	When preparing ferry flights, anticipate aeronautical documentation orders	Improbable	Major	Acceptable	YES	
MSN-03		Transponder failure	No detection by secondary radar, no longer guarantee that minimum spacing between aircraft is respected, especially in congested area. Risk of mid-air collision.	Remote	Hazardous	Unacceptable	Apply the procedure set out in the national regulations of the country over which you are flying. Provide a reminder of the required conduct in the OPS manual. Depending on the type of flight, insist on this point during the pre-flight briefing.	Improbable	Negligible	Acceptable	YES	
MSN-04		No NOTAM, ATC, weather information, Bird NOTAM...	Delay in the preparation and execution of the flights. Flight safety potentially undermined (no weather forecasts, nor any information on the ATC situation, etc.)	Remote	Hazardous	Unacceptable	Ensure that there are resources in place to obtain this kind of information. For ferry flights, ensure that this type of resource exists to obtain this type of information en route and on the destination and alternate aerodromes.	Improbable	Negligible	Acceptable	YES	
MSN-05		No means of filing flight plan	No possibility of informing the air traffic services on the planning for a flight.	Remote	Major	Tolerable	Ensure that there are resources in place to file a flight plan. For ferry flights, ensure that this type of resource exists to allow a flight plan to be filed on the destination and alternate aerodromes.	Improbable	Negligible	Acceptable	YES	
MSN-06		No means for activating flight plan	No possibility of informing the air traffic control service of an aircraft movement. No possibility of receiving information and alert services.	Remote	Hazardous	Unacceptable	Ensure that there are resources in place to file a flight plan. For ferry flights, ensure that this type of resource exists to allow a flight plan to be filed on the destination and alternate aerodromes.	Improbable	Negligible	Acceptable	YES	
MSN-07		No ATC or Flight Information Service	No information on the other traffic in the area, no real-time control service, delay in triggering a protective measure in the event of an emergency or distress	Remote	Hazardous	Unacceptable	During the pre-flight briefing, insist on this point and the distribution of tasks and surveillance of the skies. During a flight, regular emission of auto-information message, especially in aerodrome circuits. Find an additional way to launch the alert just	Improbable	Hazardous	Tolerable	YES	
MSN-08	23.12.2016	Radio failure in flight (complete)	Loss of contact with ATC and other aircraft. Danger of mid-air collision by reduction of safety spaces	Remote	Hazardous	Unacceptable	Apply the procedure set out in the national regulations of the country over which you are flying. Provide a reminder of the required conduct in the OPS manual. Depending on the type of flight, insist on this point during the pre-	Improbable	Negligible	Acceptable	YES	
MSN-09		No possibility of refuelling on external airport platforms or work areas	Carrying of additional fuel, possible degradation of flight performances	Frequent	Negligible	Tolerable	Take this data into account when preparing the mission	Remote	Negligible	Acceptable	YES	
MSN-10	01.06.2017	No or wrong determination of weight and centre of gravity	Force of habit or lack of time may mean that the crew does not have enough time for this calculation, which may have important repercussions on the determination of flight performances and the controllability of the aircraft	Remote	Hazardous	Unacceptable	Systematically check the performances before starting the flights. Proper TYPE TRAINING	Improbable	Negligible	Acceptable	YES	

Risk matrix | Staff-Reg | Human factors | Environemental | Technical | Mission - Operational

Systém SMS – hodnocení rizik

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
1	UE REF	Related adverse Events	NOTE1	Preflight check	Towing	Fuelling	Starting	Taxiing	Take-off	Climb - 500 ft/ground	Climb > 500 ft/ground	Level flight	Manauvering	Descent> 500 ft/ground	Final approach	Hover OGE	Hover IGE	Landing	Engine shutdown	Post-flight check	
14	UE 13	Loss of separation in flight (IFR/IFR or IFR/VFR special)	updated: 01MAY 2017	N/A	N/A	N/A	N/A	N/A	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	N/A	N/A	
15	UE 14	Deviation from flight path, obstacle unknown by the crew likely to interfere with the flight path	updated: 01JUN 2017	N/A	N/A	N/A	N/A	N/A	N/A	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	N/A	N/A	N/A	N/A	N/A	N/A	
16	UE 15	Aircraft system failure (other than one engine inoperative)	updated: 01JUN 2017	Tolerable	N/A	Tolerable	N/A	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Tolerable	Tolerable	Tolerable	N/A	Tolerable	
17	UE 16	One engine inoperative on multi-engine aircraft	updated: 6JUL2016	N/A	N/A	N/A	N/A	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Tolerable	Tolerable	N/A	N/A	
18	UE 17	Engine failure on single-engine aircraft		N/A	N/A	N/A	N/A	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Tolerable	Unacceptable	N/A	N/A	
19	UE 18	Fire, smoke, malfunction of one or more systems, components or cargo elements leading to fire	updated: 01MAY2017	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Tolerable	Unacceptable	
20	UE 19	Failure of ground/aircraft interfaces, malfunction of communication sytem (ATC/aircraft, aircraft/ground team, etc.)	updated: 01MAY 2017	N/A	N/A	N/A	Tolerable	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Tolerable	Unacceptable	N/A	N/A	
21	UE 20	Loss of ACFT part (fuel tank cap)	added: 11JAN 2016 report ref: 20161208_01	Tolerable	Tolerable	N/A	N/A	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	N/A	N/A	Unacceptable	Acceptable	Acceptable	
22	UE 21	Usage of wrong CALLSIGN	added: 08APR 2016 report ref: 20160406_01	N/A	Tolerable	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Tolerable	Acceptable	
23	UE22	Fuel Gauge - fault (on ground)	added: 13JUN 2016 report ref: 20160611_01	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Acceptable	Acceptable	
24	UE23	Wrong altimeter setting	added 16JUN 2016 report ref: 20160616_01	N/A	N/A	N/A	N/A	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	N/A	N/A	
25	UE24	Flight Diversion	added 07JUL 2016 report ref: 20160715_01	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Acceptable	Acceptable	Unacceptable	Unacceptable	Acceptable	Tolerable	Unacceptable	N/A	N/A	
26	UE25	Short Ground-time	added 12AUG 2016 report ref: 20160811_01	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Acceptable	
27	UE26	Both EFB unit fail	added 17OCT 2016 report ref: 20161002_02 updated: 01MAY2017	Acceptable	Acceptable	Acceptable	Acceptable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	N/A	N/A	
28	UE27	Icing on vertical stabilizer	added 23DEC 2016 report ref: 20161220_02	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	N/A	N/A	Unacceptable	Acceptable	Acceptable	
29	UE28	Radio Failure	added 23DEC 2016 report ref: 20161220_02	N/A	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	N/A	
30	UE29	Dead - reckoning (satelite navigation failure)	added 23DEC 2016 report ref: 20161220_01	N/A	N/A	N/A	N/A	N/A	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	N/A	N/A	
31	UE30	LOCI - Loss of control - IN FLIGHT	added 01MAY 2017 ref: SRE_20170501_01_OMXX_EFB	Acceptable	Acceptable	Acceptable	Tolerable	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Acceptable	Acceptable	
32	UE31	One EFB unit fail	added: 01MAY2017	Acceptable	Acceptable	Acceptable	Acceptable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	N/A	N/A	
33	UE32	Langing gear problem (not retracted)	added: 27AUG2017	N/A	N/A	N/A	N/A	N/A	Tolerable	Tolerable	N/A	N/A	N/A	Tolerable	Tolerable	N/A	N/A	N/A	N/A	N/A	
34	UE33	Performance Limitation Exceeded	added : 01JUN2017 ref: SRE_20170601_01_OMXX_NEW TYPE	Acceptable	Tolerable	Tolerable	Tolerable	Tolerable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Tolerable	Acceptable	
35	UE34	TWY excursion - Running out	added : 26OCT 2017 ref: SRE_20171023_01_OMBLS_LZIB	N/A	Acceptable	N/A	N/A	Tolerable	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
36	UE35	Unable to set data in one FMS (dual FMS)	added : 13JAN2018 ref: SRE_20180113_01_OMXLS_LKTB	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	N/A	N/A	Tolerable	Acceptable	Acceptable	
37	UE36	AP failure (AP INOP)	added : 14JAN2018 ref: SRE_20180114_01_OMBLS_LZIB	N/A	N/A	N/A	N/A	Acceptable	Acceptable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Tolerable	Acceptable	N/A	N/A	
38																					
39																					
40																					
41																					
42																					
43																					
44																					
45																					
46																					

Undesirable Events matrix | Risk matrix | UE 01 | UE02 | UE 03_01 | UE03 | UE 04 | UE 05 | UE 06_01 | UE06 | UE 07_01 | UE07 | UE 08_01 | UE08 | UE .

Připraven

Systém SMS – hodnocení rizik

UE36	AF failure (AF INOP)	Issued on: 20180114 Updated on:
- CFIT/crash after loss of control in flight - damage/injuries in flight / on ground - divert, lower FL than rqst, non RVSM (financial loss)		Issue: 01

Hazard No.	Updated on	Description	Hazard specificity	Undesirable Event	Outcome	Probability	Severity	Result	Prevention (Defences & Barriers)	Implemented YES/NO	Additional measures or comments
Contributing Factors / Possible scenario											
ENV-18		Parking / Hangaring conditions	Bad conditions for parking or in hangar (low/high temperature, high humidity etc.)	AF failure (AF INOP)	Crash - CFIT	2	E	2E			
M3N-24	14.01.2018	Non - Intesive usage of ACFT	Long parking intervals. ACFT on ground for a long time		Divert, lower FL than rqst, non RVSM (financial loss)	2	A	2A			
TEC-06		Delay in the application of the OEM recommendations (SB, ASB, SIN, etc.)	A delay in the application of recommendations or instructions from the OEM can legitimately constitute a source for hazards (failure of a system, component during flight, etc.)						Ensure that the maintenance staff apply the recommendations of the OEMs.		
TEC-07		Technical log book incorrectly completed, incomplete	Maintenance of the aircraft can legitimately constitute a source for hazards (failure of a system, component during flight, etc.)						Ensure before the start of the flights that the aircraft log book is correctly completed and counter-signed by the person responsible for the take-off.		
TEC-08		Airworthiness certificate or equivalent not up-to-date or missing	Maintenance of the aircraft can legitimately constitute a source for hazards (failure of a system, component during flight, etc.)						Ensure that the aircraft has an up-to-date airworthiness certificate (CDN) (or equivalent)		
TEC-13		Use of non-compliant parts (forgeries, repairs not inspected by a quality department, etc.)	May lead to a failure of a system during flight, or even a mechanical disruption which may lead to an emergency or distress situation (loss of control during flight)						Ensure that the body has a service for the management of parts, systems and assemblies. In general, ensure that parts which are not airworthy are identified as such and stored in a secure room to ensure they are not used. If the company has a Part 145 approval, this guarantees this standard.		
TEC-29		Detection of anomalies in the manufacturer's documentation	Risk of a maintenance error, of use which may lead to a degradation of the situation.						Definition of an internal procedure to firstly put in place local protective measures (staff information, flight safety flash, etc.) and secondly to send the information to the manufacturer		

... | UE 18 | UE 19 | UE20 | UE21 | UE22 | UE23 | UE24 | UE25 | UE26 | UE27 | UE28 | UE29 | UE30 | UE31 | UE32 | UE33 | UE34 | UE35 | UE36

Připraven

Systém SMS – hodnocení rizik

ELITE JET — Safety Risk Evaluation (SRE) — ISSUE: 1 REV: 0

GENERAL INFORMATION	
SRE Number:	ELJ-SRE-20161017_01_OMFTS_EFB_INTERNET_CONNECTION
SRE Rev.	1 (03/11/2016)
Report Ref. Number	ELJ-REP-20161002_02_OM FTS
MNG. Regulation (Feedback)	ELJ-REG-20161031_02
Undesirable Event Number:	UE26
Date of SRE publication:	17/10/2016
Name of Author:	Ing. Tomáš Drobník
Signature:	

Undesirable Event Description	
A/C Type:	C525A
A/C Reg:	OM-FTS
Location of Event:	LFBD
Date of Event:	02/10/2016

Description:
[redacted]

Comments :
[redacted]

7.5.1.2. BOTH EFB UNITS FAIL PRIOR THE FLIGHT (DISPATCH)
[redacted]

1/2

ELITE JET — Safety Risk Evaluation (SRE) — ISSUE: 1 REV: 0

Risk Analysis
UE36

CORRECTIVE ACTION	
Manual control of the plane	Responsible: Captain Target date of completion: 10/01/2018 Actual date of completion: 10/10/2017

PREVENTIVE ACTION Nr. 1	
[redacted]	Responsible: Technical Manager Target date of completion: 10/02/2018 Actual date of completion: 14/02/2018

PREVENTIVE ACTION Nr. 2	
NIL	Responsible: Target date of completion: enter a date Actual date of completion: enter a date

Přílohy

Systém SMS – zpětná vazba

- Report feedback
  - Informace posádkám o analyzovaných problémech
  - Při složitějších problémech – Preliminary report feedback
- Management regulation
  - Aplikace preventivních opatření
  - Na základě SRE
  - Definice zodpovědností a časových plánů

- Distribuce posádkám prostřednictvím plánovacího software (LEON)
  - Vyžadováno / monitorováno seznámení s dokumentem

- Se zpětnou vazbou posádkám se zvýšil nejen počet hlášení a jejich kvalita, ale také různorodost hlášených problémů, včetně hlášení citlivých událostí, na které by se jinak nemuselo/nedalo přijít

Systém SMS – zpětná vazba

ELITE JET

MANAGEMENT REGULATIONS

Notice to crewmembers and other operational staff

ISSUE: 1
REV: 2

Notice to crewmembers and other operational staff is issued in accordance with Operations Manual, Part A, Chapter 2.2

Management Regulation Number:	ELJ-REG-20171031_01_OMTIP_LK004 TEMPORARY PROHIBITED

☐ *Technical notice* ☐ *Administrative notice* ☒ *Operational notice*

☐ *Report feedback*

Issued by:

☒ Accountable Manager	☐ Safety Manager
☐ Flight Operations Manager – aeroplanes	☐ Crew Training Manager – aeroplanes
☐ Flight Operations Manager – helicopters	☐ Crew Training Manager – helicopters
☐ Ground Operations Manager	☐ CAMO Manager

Distribution:

☐ Pilots – aeroplanes	☒ Pilots – helicopters	☒ Dispatchers
☒ Sales	☒ Company management	☐ CAMO
☐ All employees	☐ Other:	

**a copy of each Notice is sent via email to the Compliance monitoring department*

Issued on: *31.10.2017*	**Valid until:** *Further notice*

ISSUE: LK004 – Dočasný zákaz využití plochy

Based on the:

ELJ-REP-20171025_01_OMTIP – report

ELJ-SRE-20171029_01_OMTIP – safety analysis of the event

[redacted]

Společnost přijímá následující preventivní opatření:

PREVENTIVE ACTION Nr.: 1

Využívaní plochy LK004 je až do odvolání – ZAKÁZÁNO.

Signature

DATE: 01 AUG 2017 **ELJ – F – CM – 009** **PAGE:** 1/1

Statistika

- **SMS cíle a indikátory**

Cíl	**Úroveň**			
	požadovaná	2017	2016	2015
Počet hlášení vztažený k počtu letů / měs	10%	6,9%	3,7%	2,9%
Max. počet incidentů / rok	1%	0,8%	0,7%	1,1%
Max. počet vážných incidentů / rok	1%	0,1%	0%	0%
Nehodovost	0%	0%	0%	0%
Počet letů	-	899	692	443

ELITE JET
Nezoufejte si,
že nejste nejlepšími.
Vždyť amatéři postavili
Noemovu archu!
.....profesionálové Titanik...

ELITE JET

Diskuze?

Děkuji za pozornost…