

Safety Management

ExecuJet Europe



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ExecuJet Europe Introduction

- Part of the Lux Aviation Group
- 8 AOC's Within Europe
- 150 Aircraft
- 50/50 split between private and commercial operations
- 13 Aircraft Registries
- Centralized Services in Cambridge, UK



Safety Culture – Ideal Situation

- Open reporting system
- Regular internal and external audits
- Regular feedback via Safety Action Group
- Risk Assessment
- Just Culture
- Safety reports reviewed and responded to in good time
- Mitigating actions put in place

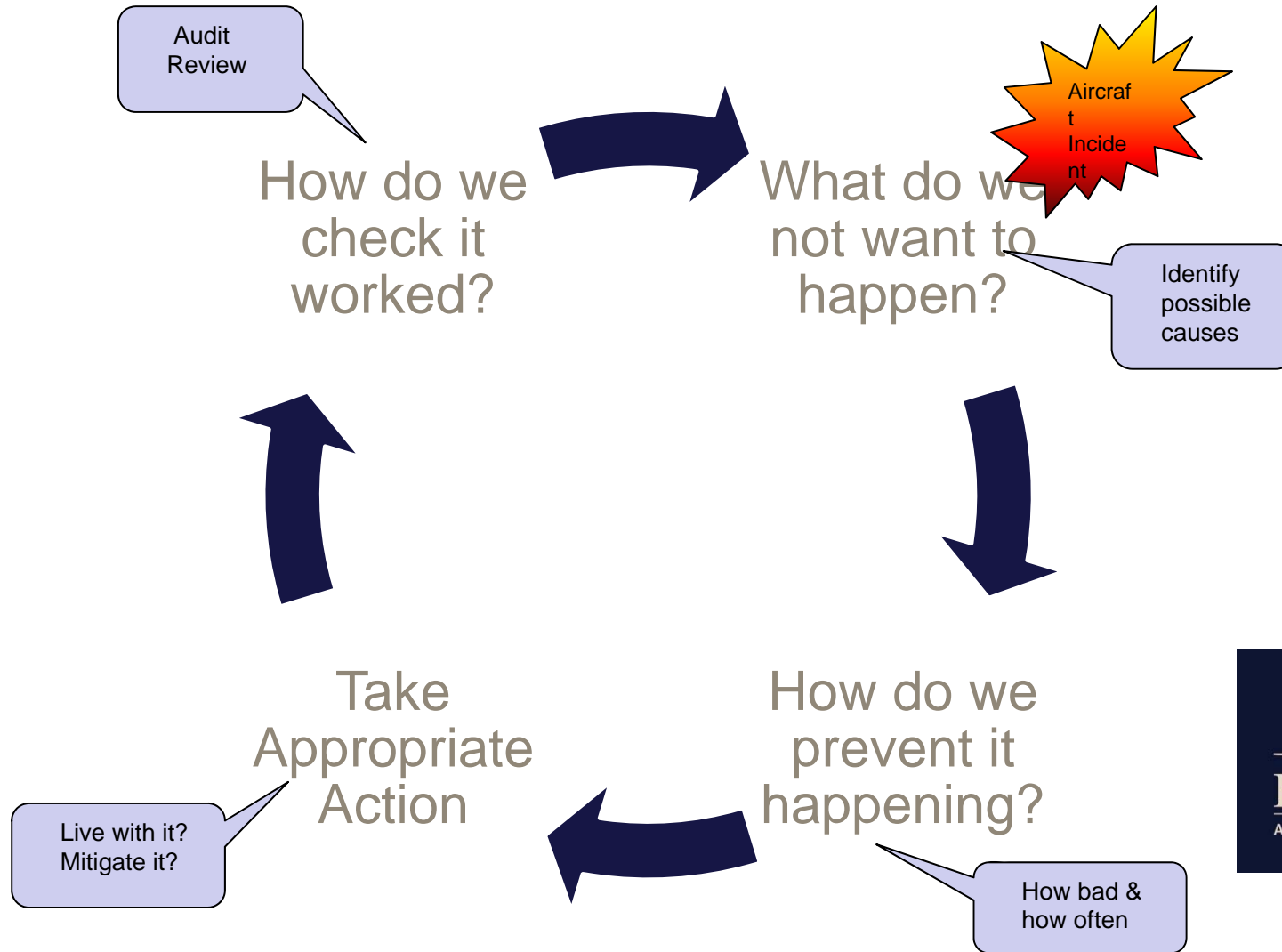


Safety Culture – Difficulties

- Cultural variations in attitude towards reporting
- Fear of being blamed
- Internal politics
- Perceived damage to reputation
- Slow responses due to investigation especially if a 3rd party is involved
- Implementing changes



SMS Framework Simplified



Safety Factors - General

- Operators/Owners failing to understand regulations or airworthiness requirements
- Crew discussing maintenance issues directly with MRO without informing the CAMO
- Aircraft flying without CAMO being given the CRS in advance
- Aircraft flying without being released
- CRS wording incorrect
- Defects not recorded in technical log
- Cabin log being used to defer airworthiness items such as seatbelts



Safety Factors – Owners/Operators Example

- Owner wants to fly however during a back to birth records check an overdue life limited component is found to have expired several months earlier.
- OEM contacted but unable to provide NTO.
- MEL relief available to allow a flight to a maintenance base – gear down in this example.
- Owner/Operator advised of the situation however they choose to fly the aircraft to fulfil the owners requirement.
- Result. Aircraft Grounded for several days, MOR submitted to Registry who in turn demand full investigation which may result in the aircraft being removed from the register.



Safety Factors – Aircraft flying without CRS

- Crew arrived at aircraft and could not find tech log onboard
- Passengers arrived early for flight
- Crew found tech log in the hangar where scheduled maintenance had been performed and took it away
- Aircraft departed
- Aircraft had not been released to service
- Crew were not aware if maintenance had been completed
- Investigation led to traffic light system being introduced into flight tracking software used by ExecuJet.



Safety Factors – Improvements

- Traffic light system to show status of aircraft
- Training to identify correct CRS wording
- Crew trained to contact CAMO as first point of contact
- Workpack flow checklists amended to prompt planning team to ensure items such as the tech log have been placed back on board.
- Crew actively encouraged to report issues with both MRO and CAMO officially rather than informally
- CAMO Staff encouraged to proactively report near misses
- Regular cross-CAMO Safety Action Group meetings to discuss trending issues and work on positive solutions



Safety Factors – Conclusion

- Communication – ensuring CAMO, Flight Crew and MRO know their responsibilities
- Culture – ensuring that all staff understand the reasons why it is essential to report and that reporting is not a form of punishment but of improvement
- Be proactive – Report near misses to avoid potentially catastrophic incidents

Questions?

