

## Safety Occurrence Report Form - SORF

Report No.:	SA/03/2020	Subject:	After 'C-check' failure	
Location:	EPRZ	Date/Time:	15/APR/2020	
A/C Reg.:	HA-FAZ	SAFETY RELATED	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Observation / Occurrence:	Bleed trip off failure – return to EPRZ			
Details:	<ul style="list-style-type: none"> <li>• <b>CPT:</b> <ul style="list-style-type: none"> <li>- After aircraft C check this was the first flight. During climb out at FL120 right bleed trip off light illuminated. We stopped climb and proceed according to the QRH. Bleed trip off extinguished and continued climb again. At FL180 again right bleed trip off light illuminated. We stopped again and proceed as before. The problem was solved again, and we tried to climb again to FL290. At FL 240 the malfunction appeared again. We decided to go back to EPRZ. After troubleshooting 4 hours we were airborne again. At FL 080 right bleed trip off illuminated. We stopped climb and did the procedure. Bleed looks ok and continued to climb but at FL180 again the same malfunction appeared. We decided to go back to fix the problem as aircraft just passed the C check.</li> </ul> </li> <li>• <b>ATC report (?):</b> <ul style="list-style-type: none"> <li>- After take-off from EPRZ at 11:55 hrs UTC the pilot of HA-FAZ reported a technical problem and returned to EPRZ where the aircraft landed at 12:27 hrs UTC without declaration of EMERGENCY. The nature of the technical problem was not reported by the crew.</li> <li>- The aircraft was serviced by Linetech company and after a repair it took off again at 15:57 hrs UTC. Then a failure to air conditioning system occurred and the crew decided to land again at the departure aerodrome (EPRZ) at 16:24 hrs UTC.</li> </ul> </li> <li>• <b>SAFETY:</b> <ul style="list-style-type: none"> <li>- There was no direct report from any third-party organisation (ATC, MX) to ASLH;</li> <li>- There was no MOR/VOR from the Crew.</li> </ul> </li> </ul> <p><b>The occurrence (failure) has no high or medium safety risk.</b> Return to the departure ADR (EPRZ) was necessary due to the A/C was on 'C-check' before. However, there are some lessons to learn from this case.</p> <ol style="list-style-type: none"> <li>1. First, any contracted organisation must report any occurrence/incident not only via EU, but directly to the operator (ASLH) as well.</li> </ol>			



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	2. Crew should report any low-risk or near-miss occurrence/incident as well via Safety Occurrence Reporting system (MOR/VOR).																																						
Immediate Action:	<b>CPT:</b> Return to EPRZ; <b>CAMO/145:</b> Apply MEL;																																						
Suggested corrective/Mitigation Actions:	<b>For CAMO/Fligh OPS:</b> <ul style="list-style-type: none"> <li>In case of any occurrence/incident, all contracted organisation must report to the operator (ASLH) first. The contact details must be cleared.</li> </ul> <b>For Flight OPS:</b> <ul style="list-style-type: none"> <li>Advise Crew about importance of MOR/VOR – even if there is no high safety risk.</li> </ul>																																						
Risk Assessment	Probability (1-5):	2	Severity (A-E):	D																																			
	<table border="1"> <tr> <td>5</td> <td>5E</td> <td>5D</td> <td>5C</td> <td>5B</td> <td>5A</td> </tr> <tr> <td>4</td> <td>4E</td> <td>4D</td> <td>4C</td> <td>4B</td> <td>4A</td> </tr> <tr> <td>3</td> <td>3E</td> <td>3D</td> <td>3C</td> <td>3B</td> <td>3A</td> </tr> <tr> <td>2</td> <td>2E</td> <td>2D</td> <td>2C</td> <td>2B</td> <td>2A</td> </tr> <tr> <td>1</td> <td>1E</td> <td>1D</td> <td>1C</td> <td>1B</td> <td>1A</td> </tr> <tr> <td></td> <td>E</td> <td>D</td> <td>C</td> <td>B</td> <td>A</td> </tr> </table>				5	5E	5D	5C	5B	5A	4	4E	4D	4C	4B	4A	3	3E	3D	3C	3B	3A	2	2E	2D	2C	2B	2A	1	1E	1D	1C	1B	1A		E	D	C	B
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Risk Level (1E-5A):	2D		No. of attachments:	3																																			
Name/Position:	EÖRDÖGH György Safety & Standardisation Supervisor		Signature:																																				