



Pravidelná porada bezpečnosti letů za rok 2022

Petr Slavík, Safety Manager

Certifikáty a dosažené vzdělání

Certified SMS Expert and Risk Assessor – AQS Frankfurt Germany 2022

Human Factors, CTEG Prague 2022

Part 145, CTEG Prague 2022

Part M + CAMO, Profima Aero, Prague 2021

Internal IOSA Auditor Training, WAKE QA Prague 2020

EU 965, CTEG Prague 2019

Lufthansa Training Centre - Type Rating A 330, Munich, Germany, 2014

Czech Airlines Training Centre - Type Rating Course A 320F, Prague, Czech Republic, 2008

Boeing Commercial Training Centre - Flight Crew Ground Training Course B737, Seattle, USA, 1997

L'Avion Transport Regional - Flight Crew Ground Training Course ATR 72/42, Toulouse, France, 1995

Air Force Academy – pilot, Košice, Czechoslovakia, 1991

Zaměstnavatelé

Smartwings, a.s. 2019-till now

Safety Manager (2022-)

Deputy Compliance Monitoring Manager (2019 – 2022)

Deputy IOSA Project Manager (2019 – 2022)

Korean Air 2014 – 2019 - Captain Airbus A 330-200/300

Czech Airlines 1994 – 2014

First Officer ATR 42/72, Boeing 737-400/500 (1994-1999)

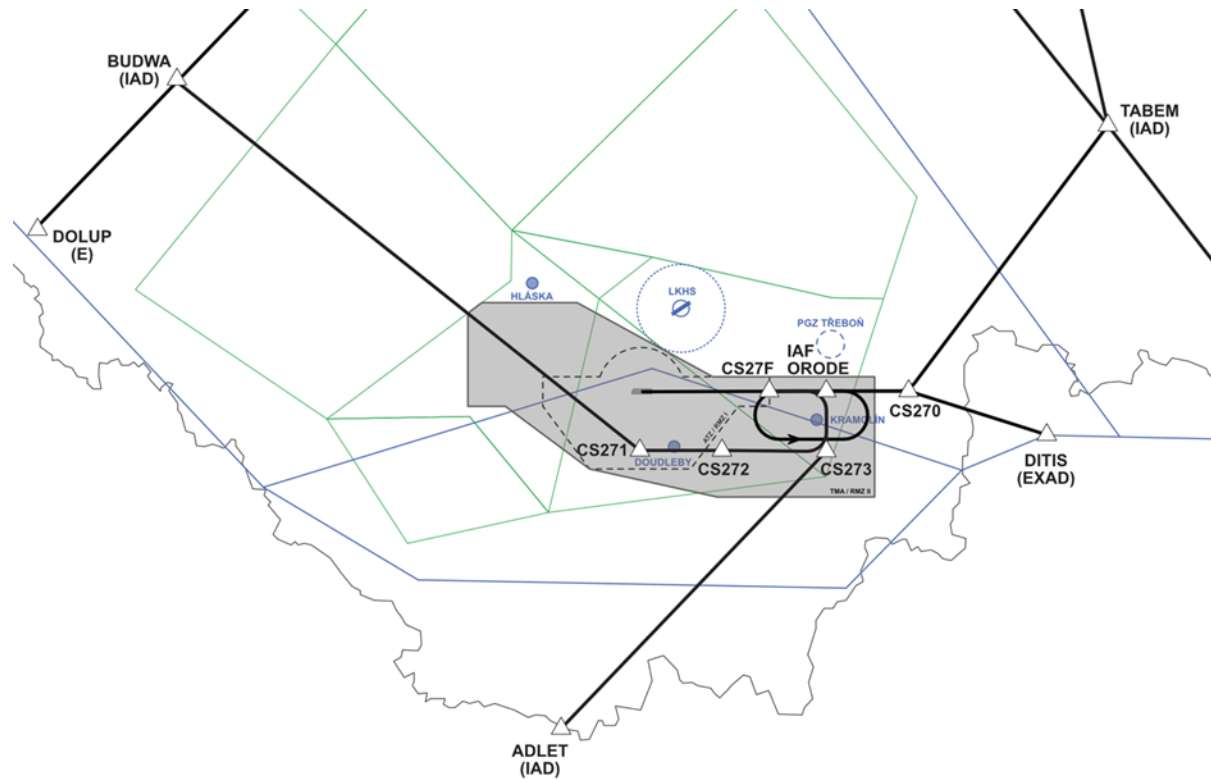
Captain ATR 42/72, Boeing 737-400/500 (1999-2008)

Airbus A 319/320/321 (2008-2014)

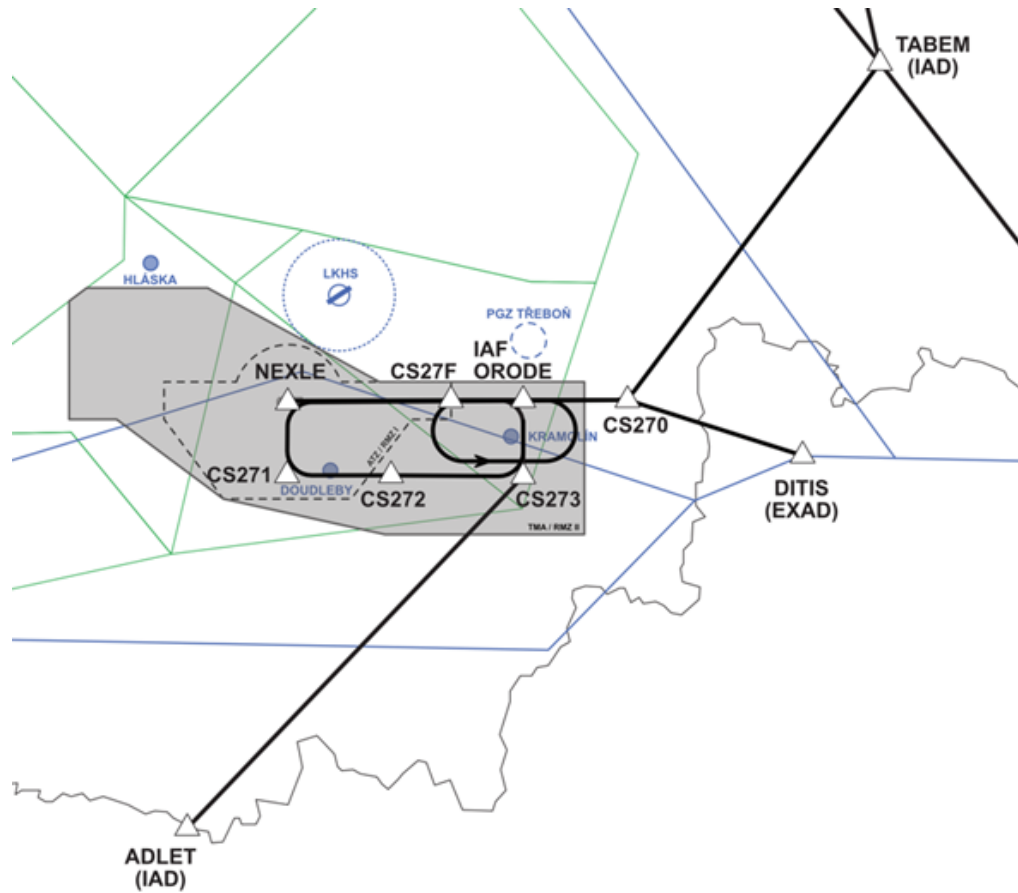
**Army of Czech Republic 1991 – 1994 - Senior transport pilot L 410,
Antonov AN 26**

Question No. 2				Question No. 1	
What was the effectiveness of the remaining barriers between this event and the most credible accident scenario?				If this event had escalated into an accident outcome, what would have been the most credible outcome?	
EFFECTIVE	LIMITED	MINIMAL	NOT EFFECTIVE		
50	102	502	2500	CATASTROFIC ACCIDENT	Loss of aircraft or multiple fatalities (3 or more)
10	21	101	500	MAJOR ACCIDENT	1 or 2 fatalities, multiple serious injuries, major damage to the aircraft
2	4	20	100	MINOR INJURIES OR DAMAGE	Minor injuries, minor damage to aircraft
1				NO ACCIDENT OUTCOME	No potential damage or injury could occur

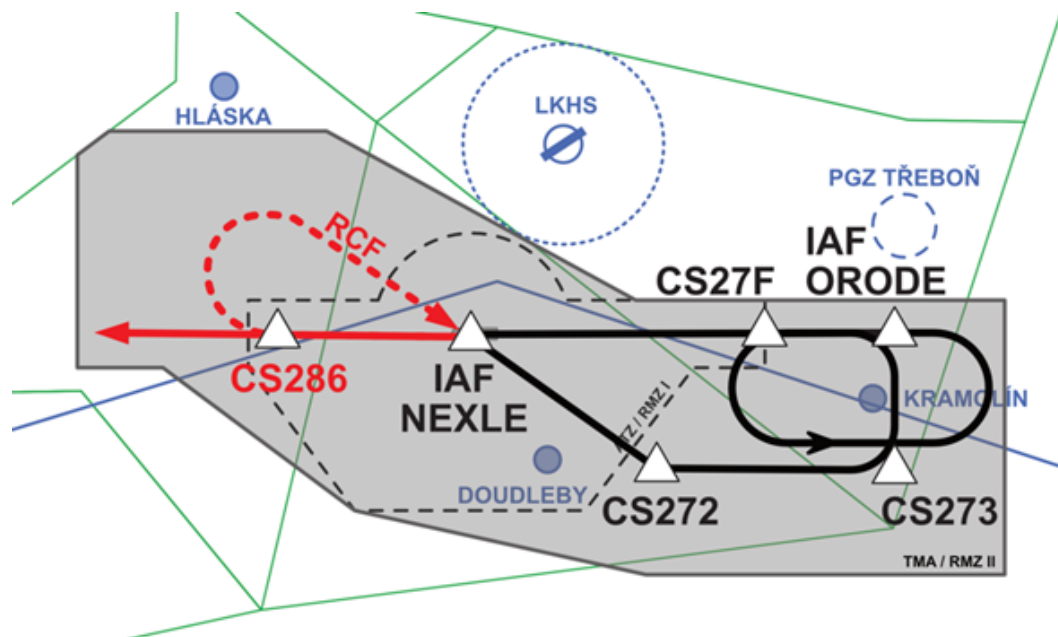
Výhled 2023 ARR RWY 27



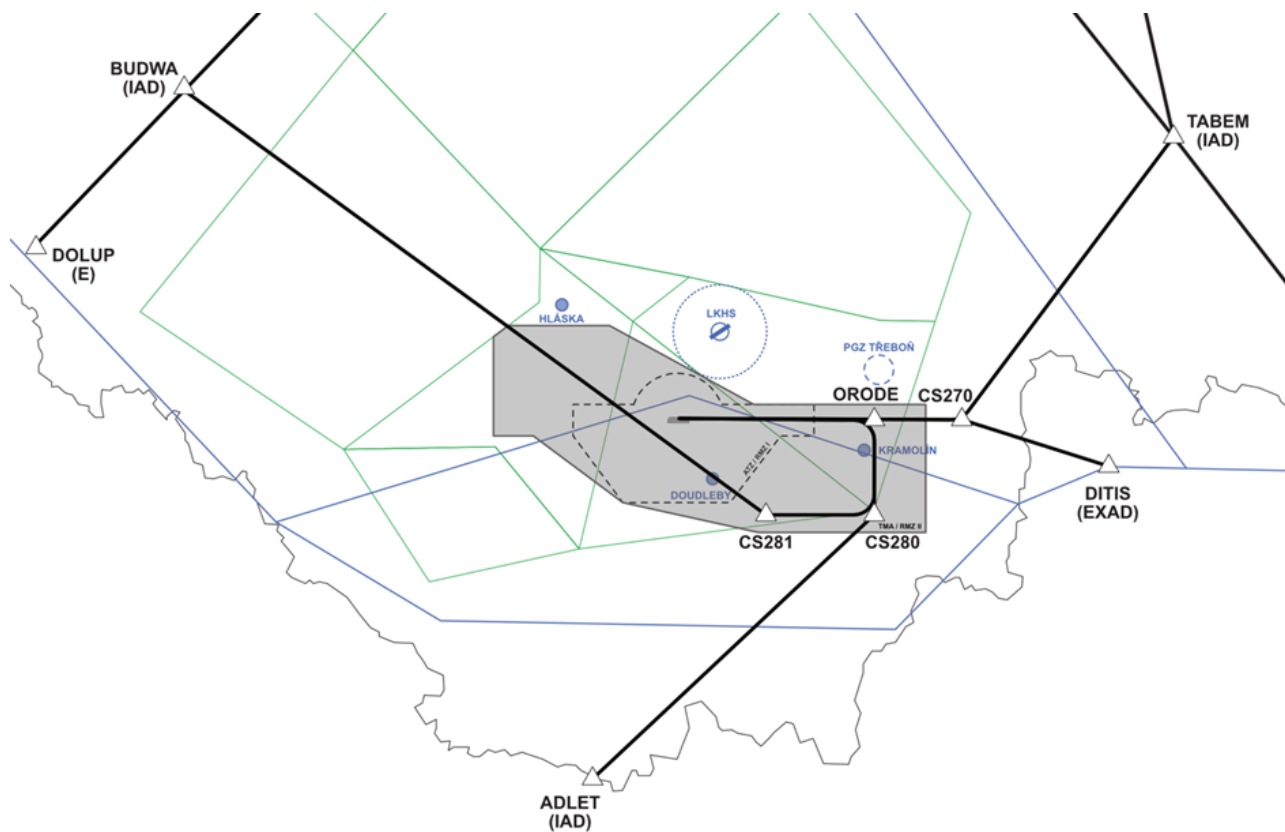
Výhled 2023 ARR RWY 09



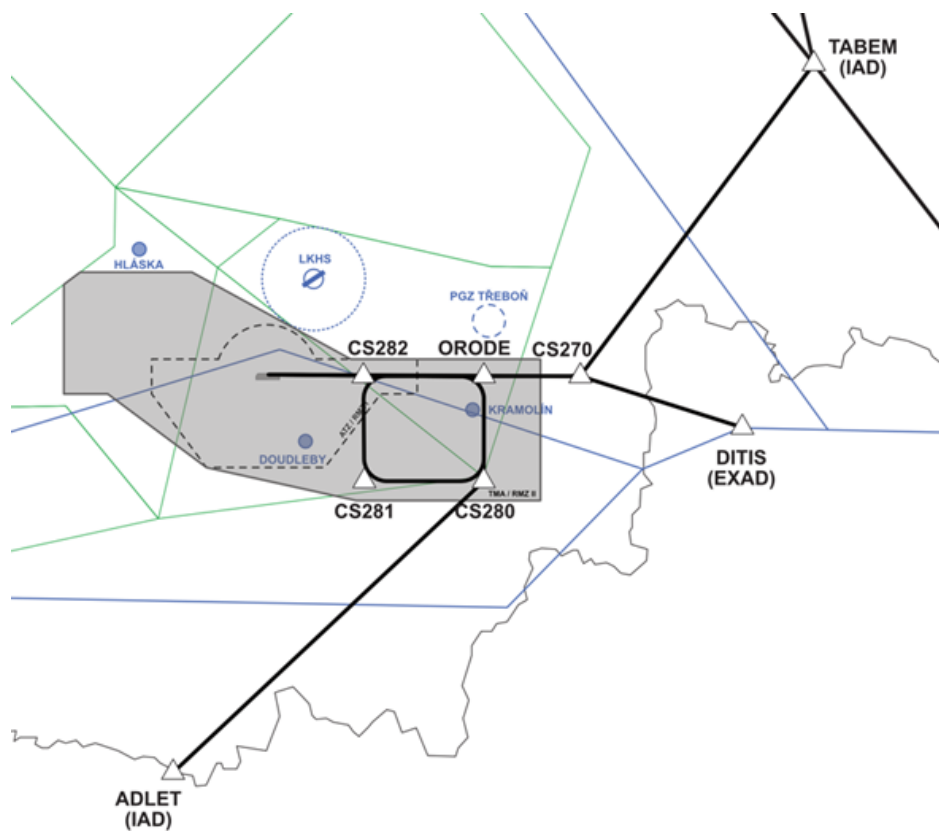
Výhled 2023 IAF



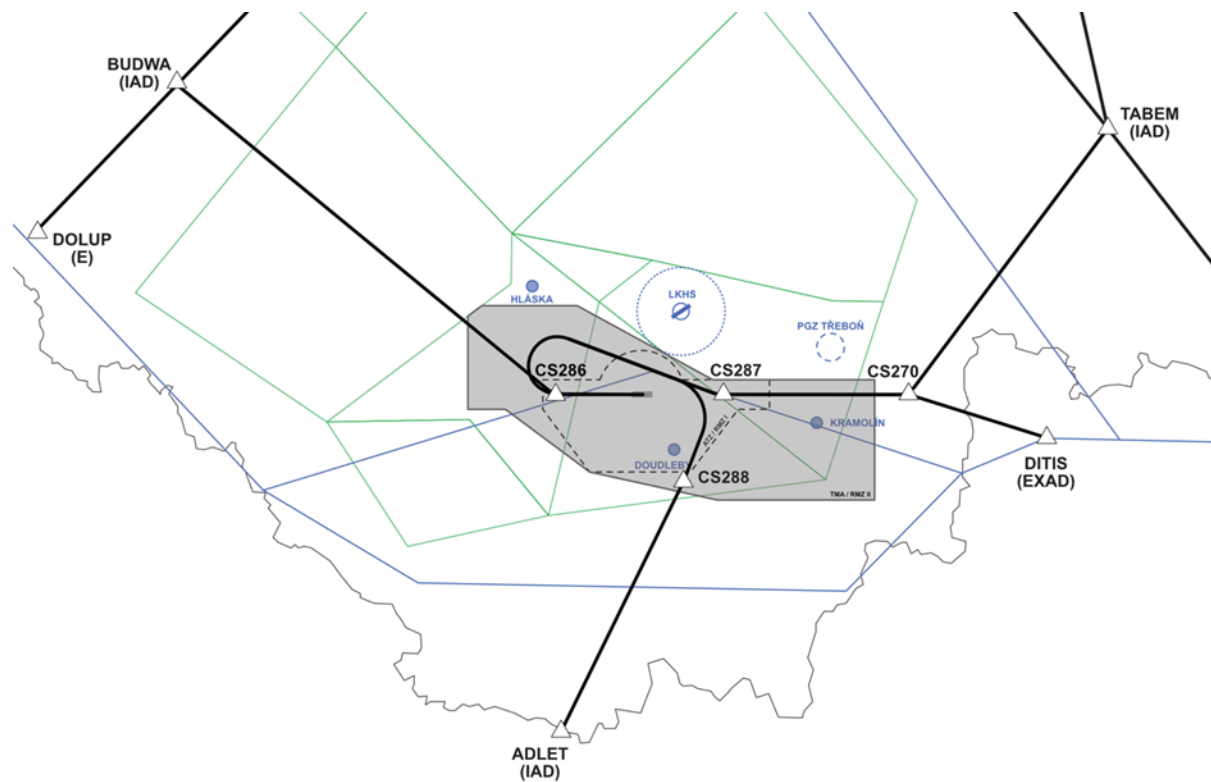
Výhled 2023 SID RWY 09



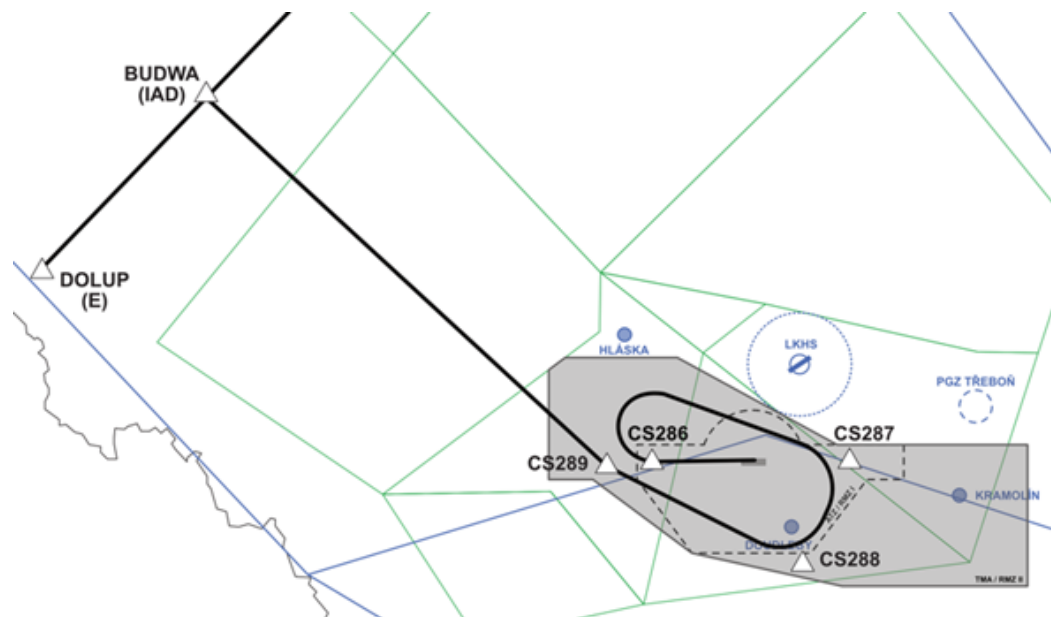
Výhled 2023 SID RWY 09



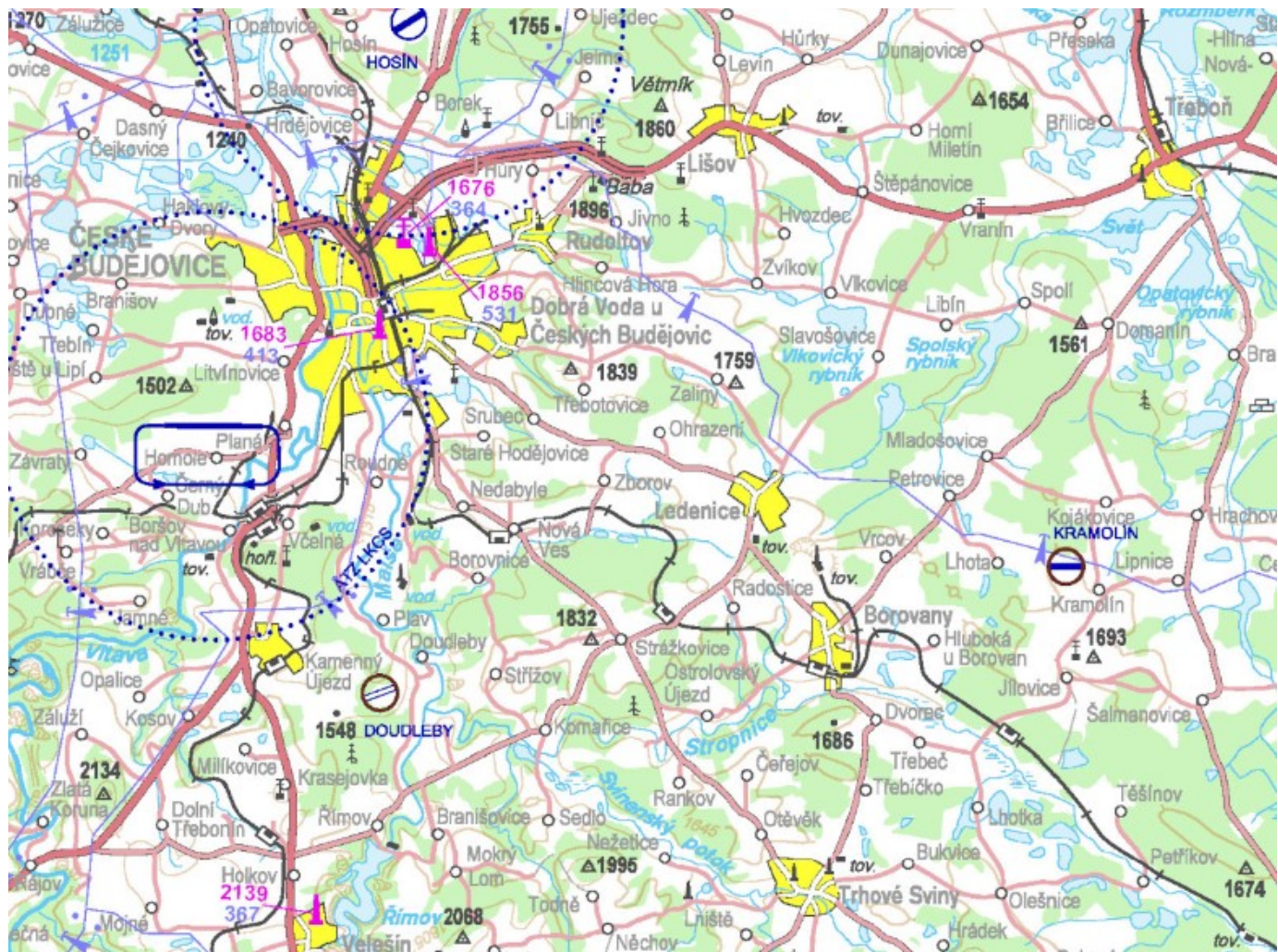
Výhled 2023 SID RWY 27



Výhled 2023 SID RWY 27



Okolí letiště



Serious Incident 2022

Sandstorm Operation Q1/2022



Serious Incident 2022

Sandstorm Operation- METAR

27016KT 240V300 4300 HZ FEW036 16/10 Q1008 NOSIG
27016KT 240V300 4300 HZ FEW036 16/10 Q1008 NOSIG
27017KT 3500 HZ FEW036 16/10 Q1008 NOSIG
27016KT 240V300 2800 HZ FEW040 16/10 Q1009 NOSIG
28014KT 2300 HZ FEW040 15/10 Q1009 NOSIG
29013KT 2100 HZ -RA FEW040 15/11 Q1009 NOSIG
27013KT 240V300 1900 -RA BR FEW040 14/11 Q1009 RERA NOSIG (landing)
28015KT 1800 -RA BR FEW040 14/11 Q1009 NOSIG
28012KT 2000 -RA BR FEW040 14/11 Q1009 NOSIG (take-off)
27015KT 1800 -RA BR FEW040 14/11 Q1009 NOSIG
28010KT 1900 -RA BR FEW040 14/11 Q1010 NOSIG

Serious Incident 2022

Sandstorm Operation- ost. provozovatelé: Finnair, Air France, Vueling.

- závěr:**
- změna postupů letiště Malaga na základě reportů a závěrečných zpráv zaslaných zde uvedenými provozovateli a naší společností.
 - posádka je řešena CAA



Serious Incident 2022

Sandstorm Operation Supplementary Procedure
Adverse Weather - Operation in a Sandy or Dusty Environment

FCOM B737

CAUTION: Particular care should be taken to ensure that the fuselage and all surfaces are clean after a sand storm that occurs with a rain storm.

Serious Incident 2022

Sandstorm Operation- výhled z pilotní kabiny



Serious Incident 2022

Sandstorm Operation- letoun po přistání v PRG





P. Slavík, Safety dep.
JAN 2023