

**Emergency Response Plan (ERP)**

**Revision: Issue 1, Amendment 0**

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# CHAPTER 1 – IMMEDIATE ACTIONS

Immediate actions to be taken by any Brook employee at a base when learning of an emergency event involving Brook operations will vary depending upon whether the emergency is on or off one of Brook’s permanent locations. Please refer to Appendix G: Checklists, for the Immediate Actions Checklist appropriate for the emergency

## Immediate Actions: Emergency at Poriya Hospital or Sde Teyman

1. If first responders are not visibly on scene or en-route to the scene, call the airfield emergency services number and report the emergency.
2. If you can safely assist those affected by the emergency, assist the airfield emergency response personnel in escorting them to safety.
3. If you cannot assist, go immediately to the designated location according to the base’s procedures.
4. Using the Emergency Information Form located in Appendix D, collect as much information as possible about the emergency. NOTE: Do not delay the reporting of the emergency by trying to collect all of the information on the form. Gather as much information as can be reasonably obtained immediately. Additional details can be provided later as more information becomes available.
5. Call Brook OPS phone number and report the emergency, providing all of the information collected on the Emergency Information Form.
6. Depending upon your role in the Base ER plan, retrieve your checklist from Appendix G and carry out the duties of your ER role.

## Immediate Actions: Emergency off the Airfield

1. Using the Emergency Information Form located in Appendix D, collect as much information as possible about the emergency. NOTE: Do not delay the reporting of the emergency by trying to collect all of the information on the form. Gather as much information as can be reasonably obtained immediately. Additional details can be provided later as more information becomes available.
2. Call the Brook OPS phone number and report the emergency, providing all of the information collected on the Emergency Information Form.
3. Determine, if possible, the extent of any injuries and if crew and/or passengers will be brought to receive medical support.

# CHAPTER 2 – INTRODUCTION

## Applicability

1. Every airfield or helipad from which Brook operates should have its own Emergency Response Plan (ERP). The airfield or helipad plan should provide specific information as to the first responder’s role in emergency response and the Brook ERP should be configured to work in an integrated fashion with the airfield or helipad plan.

## Purpose

1. This manual was designed to guide the specific actions of Brook personnel responding to an emergency event at a Brook operational base.

## Priorities

1. When responding to any emergency, the following priorities should be maintained at all times:
2. Search and rescue for survivors;
3. Search and recovery for fatalities;
4. Care and assistance for family members and survivors;
5. Close coordination and cooperation with client(s);
6. Cooperation with the ensuing accident investigation and other regulatory requirements
7. Resumption of normal operations;
8. Many of these actions will be occurring simultaneously. Whenever a conflict arises the priorities should be maintained as indicated above.

## Concept of Operations

1. Brook’s processes for responding to emergency events are as follows:
2. **Brook Management** - Provides the strategic oversight for any significant incident. The level of involvement of Brook’s management will vary based on the severity of the incident, but its actions will ensure that all response activities are performed in such a way as to be in the best interest of Brook.
3. **On-site presence** – Brook personnel on-site at its different locations will provide the primary tactical response to any significant incident or accident. Depending upon the severity of the incident the senior Brook member on site will triage with management an Emergency Operations Centre (EOC) at the company’s corporate offices to direct all emergency response activities.

## Scope

1. This document provides the specific policies and procedures to be followed in all emergency response actions. It is applicable to all types of emergencies involving Brook people, assets, clients, processes and systems.

## Guiding Principles

1. **Preparedness Training**

It is critical that all Emergency Response Plan (ERP) participants are given initial and recurrent training to ensure familiarity with the Group's ERP ethos and practices.

**ERP Exercise Planning and Execution**

Given the importance of Captain’s on-site performance as part of the ERP, ERP exercises shall entail of table-top exercises as part of the annual ground training for pilots.

1. **Communication ERP Activation**

ERP activation communications are designed to cascade as widely as is required in as short a time as possible to ensure the most robust response possible.

**Internal communication**

Internal communications of on-going ERP activity should be made to keep staff informed as appropriate, however, it is critical that, in all such communications, staff are reminded of the dangers of the use of social media in and the need to desist from sharing speculative information via any electronic means.

**Stakeholder communications**

It is an embedded function of ERP activity that communications with all stakeholders are proactively established and they are regularly kept informed and updated.

**External communications**

All external communications relating to ERP activity will be strictly controlled by Brook CEO and will be in accordance with procedures outlined in greater detail in this manual.

# CHAPTER 3 – NOTIFICATION PROCEDURES

## Emergency Classification

Each emergency event will be classified as follows:

**Level 1** – Local or Minimal Response – No serious injuries or property damage; situation is within the capabilities of the crew in field.

**Level 2** – Intermediate Response – Potential non-life-threatening injuries and possible damage. However, the resources required to address the emergency are within the scope and capabilities of the crew in field. The Senior Management Team (SMT) is notified and may serve in an advisory capacity, but the Crisis Management Team (CMT) is not activated, unless necessary.

**Level 3** – Full Response – A significant event, involving serious injuries, fatalities or serious property damage will trigger a Level 3 response. Also, a Level 3 response may be authorized for any emergency that will cause serious impact on business operations. The CMT will be activated.

## Local Emergency Responder Notification

**Emergency at Sde Teyman**: +972-8-6104488

**Emergency at Poriya Hospital**: +972-52-6561998

**Emergency services**

* **MDA (EMS):** +972-3-5350053 / 101
* **POLICE** : 100
* **FIRE FIGHTING:** 102

**Civil Aviation POI** (Viktor Kirel): +972-506277807

**Brook Notification:**  Brook OPS at: +972-3-9191914  
**Airforce Headquarters:** +972-3-6062264/9  
**ATC North:** +972-76-8834336  
**ATC South:** +972-8-6502334

## Information To Be Provided

1. What has happened;
2. Where it happened;
3. When it happened;
4. Who was involved: Crew names and passenger names (or client name);
5. Aircraft registration
6. Additional information as described in company checklist in Appendix A;

# CHAPTER 4 - ROLES & RESPONSIBILITIES

## Chief Executive Officer (CEO)

The CAO will be the primary designee to serve as Incident Coordinator. He or she will carry out or ensure that all immediate actions items have been carried out.  
Current CEO – Dror Altman: +972-52-9281761

## Chief Pilot

The Chief Pilot will work closely with the Incident Coordinator to ensure that local authorities, the airfield and other base responders have the necessary resources to evacuate and care for walking wounded, medically evacuate casualties and ensure that the accident site is secured and safe once first responders have completed their tasks. In the event that the CEO is unavailable, the Chief Pilot will serve as the Incident Coordinator.

Current Chief Pilot – Itay Aviram: +972-54-3980080

## Continued Airworthiness & Maintenance Officer (CAMO)

The CAMO will work closely with the local first responders who will be working the response. This may include informing first responders of particulars of the aircraft, hazardous fluids and other technical information relating to the aircraft. He or she will also secure any local documents and records that may be required for the subsequent investigations or other regulatory requirements.  
Current CAMO – Eyal Yogev: +972-52-7405983

## Operations Manager

The Operations Manager will serve as the Survivor Coordinator and Casualty Coordinator. He or she will either establish or support the Survivor Reception Centre. All communication regarding Survivors and/or Casualties shall be subject to the CEO’s approval.

Current Operations Manager – Barak Luboshitz: +972-54-6661678

# CHAPTER 5 - ROLES & RESPONSIBILITIES – LOCAL AUTHORITIES

This chapter identifies and summaries the local authorities that will be responding at this base in each of the primary categories as follows:

## Fire and Rescue Services

If the Incident occurs on land the Fire and Rescue Service will be called. Their responsibilities are to secure the area, rescue any individuals that are trapped by the incident and provide first aid and treatment to anyone that has been hurt.

## Police Services

The Police have primacy over an incident that occurs overland. A Police Officer will be deployed to the scene to assist first responders and help on all Police matters. Ensure to be open and honest with them so we can get the correct help to those that require it.

## EMS Services (Magen David Adom)

Their responsibilities are to provide life-saving treatment and first aid to anyone that has been hurt, this is done through triage to establish those most in need. They transfer the injured to the appropriate medical facilities and transport the deceased to a temporary or hospital morgue.

## Airport Authorities

The Response to the Emergency should be done in conjunction with the Airport and their Emergency Response Plan. The Airport should work to set up a Survivor Reception Centre (First Aid Centre for Minor Injuries) and Casualty Reception Centre (Terminal building). They should also help provide additional security to the base that may be required and to set up an area at the Airport building for the Media.

## Civil Aviation Authorities Israel (CAAI)

The CAAI is the entity which oversees and regulates all aspects of civil aviation. They will be informed of an aircraft accident by Brook Management.

# APPENDIX A – FORMS & CHECKLISTS

## Helicopter grounded out of operational base checklist

## Safety incident checklist

## Loss of communication with aircraft checklist

## Activity Log Form

## Incident report Form

**HELICOPTER GROUNDED OUT OF OPERATIONAL BASE CHECKLIST**

* **Contact Pilot in command**
  + **Verify landing location, receive location coordinates / pin**
  + **Cell phone signal status**
  + **With / without passengers**
  + **Food / water / weather status?**
  + **Receive malfunction description and information**
  + **Verify fuel level**
* **Notice to:**
  + **Ground control**
  + **Operations Manager**
  + **CEO**
  + **CAMO – Ensure report to AW inspector in CAAI**
  + **Chief pilot**
  + **MRO operations**
  + **Analyze effects on next customer**
  + **Consider schedule change**
* **If safety incident – go to "Safety incident checklist"**
* **Consider security arrangement**
* **Transportation / accommodation solutions to the pilots & passengers**
* **Verify rescue crew departing from MRO shop, with the required tools and spares**
* **Before takeoff:**
  + **Ensure approval from CAAI**
  + **Go to flight plan checklist**

**END OF CHECKLIST**

**SAFETY INCIDENT CHECKLIST**

* **Notice to:**
  + **Chief pilot**
  + **Operations Manager**
  + **CEO**
  + **CAMO – Ensure report to AW inspector in CAAI**
* **Ensure Incident report form filled out by Chief pilot**
* **Add incident to operations tracking sheets**

**Chief Pilot shall preform the following activities (if required):**

* **Incident parties debriefing**
  + **Air crew**
  + **Ground control**
  + **MRO + CAMO**
  + **Environmental conditions**
  + **Flight coordination and planning**
* **Publish Incident report + update CAAI POI /AW**
* **Publish "Read & sign" doc for the MRO, company air crews and staff**

**END OF CHECKLIST**

**LOSS OF COMMUNICATION WITH AIRCRAFT CHECKLIST**

* **Incident hour: \_\_\_\_\_\_\_\_\_\_\_\_\_\_**
* **Last communication with the helicopter: \_\_\_\_\_\_\_\_\_\_\_\_\_\_**
* **Try contacting the aircraft through ground control operations, ask for last location spotted**
* **Review appendix B – holding statement. Brief relevant personnel**
* **Report to Operations manager, consult next steps**
* **Prepare aircraft details and information for sending to rescue forces:**
  + **Callsign**
  + **Registration number**
  + **Takeoff helipad location and time**
  + **Planned destination & route**
  + **Last verified aircraft location**
  + **Aircraft description**
  + **Beacon codes**
* **Verify available POC for:**
  + **Family communication**
  + **Press communication**
  + **CAAI investigator and inspectors**
  + **IAF control unit**
* **Check status every 10-15 minutes with rescue forces, IAF control unit**
* **Brief company management team, in accordance with "Roles & Responsibilities" chapter in this manual**

**END OF CHECKLIST**

**ACTIVITY LOG**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| 1. Incident Name | | 2. Date | 3. Operational Period | | 4. Page |
| 5. Position | | | 6. Name | | |
| 7. Activities | | | | | |
| Time | Activity | | | SIG EVENT?**\*** | |
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\*A significant event is any event that you feel should be elevated and seen by the rest of the team. If you feel that an activity is significant, check the box “Sig Event?” and turn it in to the Incident Manager/Director.

**Incident Report FORM**

|  |  |  |  |
| --- | --- | --- | --- |
| IN REP No |  | Date of Issue |  |
| Time covered by the IN REP | |  | |

|  |  |  |
| --- | --- | --- |
| 1 | Situation to date | (What has happened) |
|  | | |
| 2 | Actions to date | (Actions to date) |
|  | | |
| 3 | Actions to be completed | (What will be done) |
|  | | |
| 4 | Issues | (Any issues affecting the response) |
|  | | |
| Prepared by: Approved by: Date: | | |

# APPENDIX B – HOLDING STATEMENT

***This holding Statement is to be used by all employees in the initial stages of an incident until further details are confirmed and released. This will allow employees to be able to say something with no details involved.***



#### Holding Statement

**Date:**

**Time:**

“We have just learned that something may have happened. I do not know any further details at present. We will immediately release more information as soon as it is available. Thank you for your patience”

#### Ends

Signed:

[Name]

#### Notes to Editors

“Brook Aviation was founded on September 2017 for the purpose of helicopter transportation services at the highest international standards.

Brook provides helicopter and aviation services to various clients, among them Israeli Ministry of defense, MDA, and other VIP clients

Established leaning on extensive international experience and aviation knowledge, Brook offers the latest helicopter technology, safety procedures and operating practices in the industry, and adhere to the strictest international, Client and XXXX standards in terms of equipment, performance and maintenance.

Brook have provided continuous helicopter service to its clients since 2022 and have achieved standards and a safety record of the highest level”

#### Distribution: Brook board, Brook management, Brook air crew, MRO personnel, Clients, Media Response, Emergency Services

# ANNEX 1 – SECURITY RESPONSE PLAN

In the event of an accident or serious incident involving an aircraft from Brook operations base, when the Emergency Response Plan (ERP) is activated, the following security measures must be taken to ensure only authorized Brook and MDA /Emergency Services employees are allowed access to the operations facilities:

* Ensure that all hangar doors are secure which will ensure that doors can only be opened from the outside by authorized personnel.
* Report any security issues to the CEO / Chief pilot

# ANNEX 2 – BUSINESS CONTINUITY PLAN

## Business Continuity – Action Guidance

**Overview**

Business continuity is evaluated to ensure critical facilities, processes and functions are operational and available during and following after a major impact event thereby enabling the Company to function commercially and socially into the future.

Business continuity is a forecasting process of recovery, assessment and ensuring the adequacy of resources for operations to progress to client requirements. Recovery is a state of regaining or salvaging assets that otherwise may have been permanently lost. In a major event recovery will

#### Human Resources

* 1. Ensuring personnel are safety evacuated or repatriated, in the quickest and most practical means.
  2. Others such as clients or contactors have the same priority for evacuation or repatriation.
  3. Medical assistance is provided.
  4. Families are informed by the most compassionate and fastest means.

#### Information Recovery

* 1. Records of aircraft are quarantined immediately.
  2. Private and client sensitive documents are secured.
  3. Personal documentation for those involved is protected.

#### Tangible Asset Recovery

* 1. Primary energy sources are protected and restored.
  2. Essential work equipment remains available.
  3. Aircraft maintenance is continued.
  4. Buildings and Locations are protected and form any potential further dangers.

#### Financial Recovery

* 1. Financial stability is maintained.
  2. Investors and shareholders are informed.
  3. Stakeholder confidence.

#### Aircraft asset recovery

* 1. Ensuring assets are recovered (investigation needs).
  2. Other aircraft are confirmed as suitable to fly.
  3. The company will also need to look at each of the above and rate the recovery potential, the scaling used would be:
     + Certain with negligible risk to persons or further assets.
     + Probable with input of financial resources and minimal further danger.
     + Possible with input of financial resources and minimal further danger
     + Difficult with further risks to persons or assets
     + Not possible due to danger to persons and further assets



Emergency Response Plan (ERP)

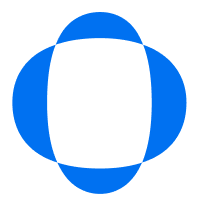
#### Stages of Event and Summary of Actions

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Event Stage** | **THE GOLDEN HOUR** | | **RECOVERY** | **CONTINUITY** | |
| **Aircraft** | Consider the actions on aircraft flying | Consideration of how to manage remainder of fleet of same aircraft | Check all aircraft (and types) if fault can be determined or known | Finance assets and aircraft changes, confirm approval for aircraft replacement | Ensure continuity of airframe availability for recovery |
| **Finance** | Liaise with location to have finance and cash available at bases | Ensure any likely fund needs are correctly located and available | Monitor needs and ensure availability of resources | Set aside contingencies for further actions on  assets and aircraft | Re-capitalise and provide for further replacement |
| **Assets** | Immediate action to restore services and institute repairs to be operational | Ensure continued safety of users of assets | Confirm insurance availability and how accessible | Establish plans for alternate locations or replacements of asset base | Confirm suitability of assets provided with updates from lessons learnt |
| **Information & Communication** | The use of portable equipment including hand held devices | Move to alternate location to continue asset use | Determine stages to move back to fixed equipment | Consideration to replacement of previous equipment | Ensure replacement equipment in place and used moving to permanent from  temporary |
| **Human Resources** | Primary care of casualties and prevention of further injuries | Replacement of team managing event and supporting casualty NOK | Move internal skills base to mitigate loss | Relief crews for personnel drafted to manage situation | Confirm suitability of skills base to move forward into the future |
|  | **IMMEDIATE**  within 3 hours | **IMMEDIATE +**  3 hours to 24 hours | **TOMORROW**  24 hours to 7 days | **INTO THE FUTURE**  1 week to 1 month | **THE FUTURE**  1 month to infinity |
| **Phase** | **TACTICAL** | | **OPERATIONAL** | **STRATEGIC** | |

**Tactical**: Manage event to 12 hours

**Operational**: Think 12 hours and tomorrow

**Strategic**: Think tomorrow and onwards into the future



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## Damage Assessment

During the immediate recovery the Company must confirm how much deterioration, harm or erosion of value and reputation has been or will be suffered. The damage assessment is a three-stage process:

#### Identify type of damage

* 1. Human Resource Damage
     1. Physical
     2. Behavioral
     3. Psychological
  2. Information Resource
     1. Systems Damage
     2. Documentation and Records Loss
     3. Systems Corrupted
  3. Physical Resource Damage
     1. Property Damage
     2. Damage to Aircraft
     3. Damage to Infrastructure
     4. Damage to Essential Work Equipment
  4. Damage to Reputation and Image
     1. Company Name Synonymous with Event
     2. Client Confidence Eroded
     3. Shareholders and Stakeholders Perception Damaged

#### Confirm scale of damage

1. Human Resource Damage
2. Physical injury to persons generating absences
3. Behavioral actions following guilt
4. Psychological and the persons reactions and work absence
5. Information Resource Damage
6. Systems damage, confirmation of data loss
7. Documentation and records loss, statutory implications if no back up
8. Systems corrupted - level of correction status
9. Physical Resource Damage
10. Property damage, extent and value
11. Damage to aircraft, extent, number and value
12. Damage to infrastructure extent and value
13. Damage to essential work equipment, extent and value
14. Damage to Reputation and Image
15. Company name synonymous with event, safety implications and passenger confidence in all operational locations
16. Client confidence eroded and contract termination
17. Shareholders and stakeholders' perception damaged possible and level of withdrawal of investments
18. Financial Damage
19. Cost of immediate losses from event
20. Costs related to insurance due to event
21. Potential statutory penalties following the event

#### Identify consequence of damage

How much does the impact of the event affect the chance of the operation being resumed immediately or in the next few days? History shows that the longer it takes to resume the worse can be the consequences.

1. Human resource damage
2. Physical injury how long before personnel return to work
3. Behavioral actions following guilt, is conflict likely
4. Psychological and the time to mend the image
5. Information Resource Damage
6. How long for manual and electronic systems to be operational
7. Systems damage, confirmation of time to restore data
8. Documentation and records loss, duplication opportunity
9. Physical resource damage
10. How long before facilities can be operational
11. Property damage, rebuild or repair timings
12. Damage to aircraft, replacement timescale
13. Damage to infrastructure timescale for rectification
14. Damage to essential work equipment, replacement time
15. Damage to Reputation and Image
16. Company name synonymous with event, how long before ‘out of media’ focus
17. Client confidence eroded, time to enable communication and repair
18. Shareholders and stakeholders' perception damaged, time to enable communication and repair
19. Financial Damage
20. How long will it take for cash flow to become positive or to assess financial stability?
21. Cost of immediate losses, how long to resume stable cash flow
22. Costs related to insurance longer term impact on premiums
23. Potential statutory penalties following the event, cost of penalties

Loss adjusters use various detailed statistical models based on the principles above, the immediate consideration for continuity is what we can do now.

## Adequacy of Resources

Once all the factors have been considered and the team has hypothesized on the damage impact the adequacy of resources to continue operating must be established and the plan to acquire these or relocate people and airframes must be formulated. Adequacy needs to confirm.

#### Human resources

1. Sufficient and competent personnel to maintain all the levels of operations.
2. Availability of key advisory support services such as legal, insurance, technical, aircrew, engineering.
3. Crisis would indicate that gaps may exist in the expertise at various strata in the system.

#### Physical resources

1. Telephone, email cell phone connectivity and reliability.
2. Furnishings and fittings.
3. Stationery.
4. Work equipment including computers and storage facilities.
5. Working inventories of aircraft spares for example.
6. Available working space.
7. Vehicles.
8. Aircraft.
9. Personal protective safety equipment.

#### Informational resources

* 1. Legal documents including certification of incorporation and insurance certification.
  2. Personnel records of employees.
  3. Commercial documents such as contracts with aircraft suppliers or manufacturers, contracts with clients.
  4. Confirmation of commercial functionality.

#### Financial resources

1. Availability and adequacy of working capital.
2. Corporate credit cards.

Ensure the significant threats and risks are identified and these are addressed efficiently and quickly. The key to continuity and stability is overcoming the risk and strengthening the weaker points to eliminate threats.

#### Continuity Strategies

1. **Do Nothing** – no resource deployment or salvage strategy is required or the risk of significant loss is very low.
2. **Change Operations Process** – the Management team may decide the operational process needs to change with immediate effect to mitigate the situation and prevent loss.
3. **Insurance Usage** – should it be used, at what cost.
4. **Loss Mitigation** – what actions can be taken to control and reduce risks.
5. **Continuity Planning** – a more detailed plan is structured to manage the severity and longer-term nature of the event effects and potential threats.

# DOCUMENT CONTROL

## [Revision Record](#_heading=h.1tuee74)

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| --- | --- | --- | --- | --- |
| **Revision** | **Date** | **Requested by** | **Incorporated by** | **Checked by** |
| Issue 1, Am 0 | December 2024 |  |  |  |
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| --- | --- | --- | --- |
| **Job Title** | **Print** | **Signature** | **Date** |
|  |  |  | December 2024 |

## [Summary of Change](#_heading=h.1tuee74)

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| **Section** | **Description of Change** |
| **ERP** |  |
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## [List of Holders](#_heading=h.1tuee74)

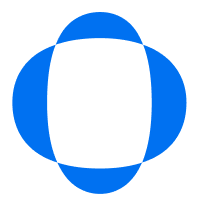
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| **Location** | **Holders** |
| Tel Aviv | Brook Safety director, Brook CEO |
| MRO | Program manager |



Emergency Response Plan (ERP)

## [Page Check](#_heading=h.1tuee74)

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| **Page** | **Am / Issue** | **Page** | **Am / Issue** | **Page** | **Am / Issue** | **Page** | **Am / Issue** | **Page** | **Am / Issue** |
| DCC Notice & TOC | | 21 | Issue 1, Am 0 |  |  |  |  |  |  |
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| 23 | Issue 1, Am 0 |  |  |  |  |  |  |
| 24 | Issue 1, Am 0 |  |  |  |  |  |  |
| 1 | Issue 1, Am 0 | 25 | Issue 1, Am 0 |  |  |  |  |  |  |
| 2 | Issue 1, Am 0 | 26 | Issue 1, Am 0 |  |  |  |  |  |  |
| 3 | Issue 1, Am 0 | 27 | Issue 1, Am 0 |  |  |  |  |  |  |
| 4 | Issue 1, Am 0 | 28 | Issue 1, Am 0 |  |  |  |  |  |  |
| 5 | Issue 1, Am 0 | 29 | Issue 1, Am 0 |  |  |  |  |  |  |
| 6 | Issue 1, Am 0 | 30 | Issue 1, Am 0 |  |  |  |  |  |  |
| 7 | Issue 1, Am 0 | 31 | Issue 1, Am 0 |  |  |  |  |  |  |
| 8 | Issue 1, Am 0 | 32 | Issue 1, Am 0 |  |  |  |  |  |  |
| 9 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 10 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 11 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 12 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 13 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 14 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 15 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 16 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 17 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 18 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 19 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |
| 20 | Issue 1, Am 0 |  |  |  |  |  |  |  |  |

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