Flight Operations

People

☐ Ensure staff available to operate reduced schedule or ad-hoc flights
  - Possible prolonged staff loss due to sickness
☐ Consider skills, knowledge and qualification distribution across the route network
☐ Consider increased flight data monitoring to identify precursors
☐ Consider impact of interrupted training (initial and recurrent)
☐ Consider use of enhanced crew complements to help maintain currency
☐ Consider management pressures on min fuel, etc.
☐ Consider crew currency and knowledge of available airfields
☐ Consider physiological requirements for crews at airports and on layovers (hotels, food, etc)
☐ Consider the fatigue risk boundaries
☐ Consider effects of increased pressure on the remaining crews to service the program as more crews isolate
☐ Ensure availability of adequately trained check flight crews

Process

Pre-Flight

☐ Consider increased attention to the accuracy and currency of NOTAMS
☐ Consider evaluation of possible destinations and proactively risk assess and organize: Airport analysis and risk assessment
☐ Consider creating semi-permanent crew pairings
☐ Consider the use of an out-and-back policy for flights to avoid stays at outstations where practicable
☐ Confirm timely availability of required regulatory approvals
☐ Consider applying for waivers if necessary
☐ Consider SOPs for airlines that do not routinely operate cargo only
☐ Consider a process for carriage of engineers
☐ Consider mutual support to facilitate movement of cargo aircrews when passenger flight schedules are reduced
☐ Consider mitigations for insufficient flight training device capacity to maintain crew currency
Flight Operations (continued)

Process

Pre-Flight

☐ Consider weight and balance issues due to unusual load factors
  • Cabin safety for passenger main decks
  • Consider emergency equipment for carrying cargo in passenger cabins
  • Consider Dangerous Goods Regulations and policy

Flight

☐ Consider the available air traffic service level
☐ Consider the availability of en-route and destination diversions
☐ Consider risk analysis and processes for unusual operations, e.g. mixed passenger/cargo
☐ Consider limiting access to aircraft by ground staff for non-essential activities
☐ Consider availability of transport and hotels
☐ Consider raising crew awareness of last-minute changes to loads, e.g. no shows, rebookings from other airlines
☐ Ensure limited crew exposure during turn around; consider limiting crew walk-arounds
☐ Ensure availability of maintenance at outstations
☐ Consider spare aircraft planning/availability for ‘aircraft on ground’ at outstation
☐ Ensure coordination between network planning, flight ops and maintenance when storing aircraft
☐ Consider management and nature of ferry flights to maintenance bases for aircraft storage

Technical

☐ Consider aircraft storage plan (short, medium, long-term).
  • Rolling short-term storage may breach AMM
☐ Ensure maintenance plan reflects expected flying rates
☐ Ensure that all required ground services are available
☐ Ensure that the fuel service meets regulatory standards
☐ Ensure that the de-icing service meets regulatory standards
☐ Ensure transport back to base for crew having delivered aircraft to maintenance bases for shutdowns