COVID-19 SAFETY PUNCH LIST — SAFETY ASPECTS OF RE-ESTABLISHING OPERATIONS

Flight Operations

People

☐ Ensure staff available to operate growing schedule
  • Possible prolonged staff loss due to sickness or other reasons
  • Possible staff loss due financial situation
☐ Consider increased risk due to the potential for lack of currency
☐ Consider system capacity vs increased regulatory compliance load
  • Simulator availabilities
  • Medical certificates
  • OPC - LPC
  • Licence validities
☐ Consider skills, knowledge and qualification distribution across the route network
☐ Consider impact of interrupted initial and recurrent training
☐ Consider increased flight data monitoring to identify precursors
☐ 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 relaxing turn-around times
☐ Consider applying for waivers if necessary
☐ Consider mitigations for insufficient flight training device capacity to maintain crew currency
☐ Consider availability of medical examiners and potential impact on licensing
☐ Consider levels of experience when scheduling and pairing
☐ Ensure build-up of activity matches system capability e.g. training resources
☐ Consider altering the limitations on crew if the currency or training is significantly deferred:
  • limit the number of aircraft types on which a pilot can act as PIC
  • reduction in crew day
  • higher weather minima
  • crew pairing
  • airport selection
COVID-19 SAFETY PUNCH LIST — SAFETY ASPECTS OF RE-ESTABLISHING OPERATIONS — FLIGHT OPERATIONS (continued)

Flight Operations

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
☐ Ensure coordination between network planning, flight ops and maintenance when de-storing aircraft

Flight

☐ Consider the available air traffic service level
☐ Consider the availability of en-route and destination diversions
☐ Consider risk analysis and processes for non-normal/non-routine operations, e.g. mixed passenger/cargo
☐ Consider the validity of the following processes
  • Ensure limited crew exposure during turn around; consider limiting crew walk-arounds
  • Consider limiting access to aircraft by ground staff for non-essential activities
  • Consider availability of transport and hotels
  • Consider management and nature of ferry flights for aircraft positioning

Technical

☐ Consider technical flight capability and availability
☐ Ensure all software, firmware, navigation and terrain databases are up to date
☐ Consider validity of fuel statistics
☐ 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