FLIGHT OPERATIONS -SAFETY ASPECTS OF REDUCED/CEASED OPERATIONS

SAFETY ASPECTS	REDUCED/CEASED OPERATIONS NAME OF OPERATOR: S-SATISFACTORY, NS-NOT SATISFACTORY, NA-NOT APPLICABLE			
	S	NS	NA	REMARKS
1) Ensure staff available to operate reduced schedule or ad-hoc flights 2) • Possible prolonged staff loss due to sickness	☐	☐	☐	
3) Consider skills, knowledge and qualification distribution across the route network	☐	☐	☐	
4) Consider increased flight data monitoring to identify precursors	☐	☐	☐	
5) Consider impact of interrupted training (initial and recurrent)	☐	☐	☐	
6) Consider use of enhanced crew complements to help maintain currency	☐	☐	☐	
7) Consider management pressures on min fuel, etc.	☐	☐	☐	
8) Consider crew currency and knowledge of available airfields	☐	☐	☐	
9) Consider physiological requirements for crews at airports and on layovers (hotels, food, etc)	☐	☐	☐	
10) Consider the fatigue risk boundaries	☐	☐	☐	
11) Consider effects of increased pressure on the remaining crews to service the program as more crews isolate	☐	☐	☐	
12) Ensure availability of adequately trained check flight crews	☐	☐	☐	
Pre-Flight				
13) Consider increased attention to the accuracy and currency of NOTAMS	☐	☐	☐	
14) Consider evaluation of possible destinations and proactively risk assess and organize: Airport analysis and risk assessment	☐	☐	☐	
15) Consider creating semi-permanent crew pairings	☐	☐	☐	
16) Consider the use of an out-and-back policy for flights to avoid stays at outstations where practicable	☐	☐	☐	
17) Confirm timely availability of required regulatory approvals	☐	☐	☐	
18) Consider applying for waivers if necessary	☐	☐	☐	

19) Consider SOPs for airlines that do not routinely operate cargo only	☐	☐	☐	
20) Consider a process for carriage of engineers	☐	☐	☐	
21) Consider mutual support to facilitate movement of cargo aircrews when passenger flight schedules are reduced	☐	☐	☐	
22) Consider mitigations for insufficient flight training device capacity to maintain crew currency	☐	☐	☐	
23) 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				
24) Consider the available air traffic service level	☐	☐	☐	
25) Consider the availability of en-route and destination diversions	☐	☐	☐	
26) Consider risk analysis and processes for unusual operations, e.g. mixed passenger/cargo	☐	☐	☐	
27) Consider limiting access to aircraft by ground staff for non-essential activities	☐	☐	☐	
28) Consider availability of transport and hotels	☐	☐	☐	
29) Consider raising crew awareness of last-minute changes to loads, e.g no shows, rebookings from other airlines	☐	☐	☐	
30) Ensure limited crew exposure during turn around; consider limiting crew walk-arounds	☐	☐	☐	
31) Ensure availability of maintenance at outstations	☐	☐	☐	
32) Consider spare aircraft planning/availability for 'aircraft on ground' at outstation	☐	☐	☐	
33) Ensure coordination between network planning, flight ops and maintenance when storing aircraft	☐	☐	☐	
34) Consider management and nature of ferry flights to maintenance bases for aircraft storage	☐	☐	☐	
35) Consider aircraft storage plan (short, medium, long-term).	☐	☐	☐	

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

General Remarks:
Recommendations:
Inspectors Name & Title
Date & Signature