

FLIGHT OPERATIONS -SAFETY ASPECTS OF CONTINUED OPERATIONS

SAFETY ASPECTS	CONTINUED OPERATIONS			
	NAME OF OPERATOR:			
	S-SATISFACTORY, NS-NOT SATISFACTORY, NA-NOT APPLICABLE			
	S	NS	NA	REMARKS
1) Consider skills, knowledge and qualification distribution across the route network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2) Consider management pressures on minimum fuel etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3) Consider crew currency and knowledge of available airfields	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4) Consider physiological requirements for crews at airports and on layovers (hotels, food, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5) Consider fatigue risk boundaries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6) Consider increased flight data monitoring to identify precursors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7) Consider effects of increased pressure on the remaining crews to service the program as more crews isolate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8) Ensure availability of adequately trained check flight crews	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Pre-Flight</i>				
9) Consider increased attention to the accuracy and currency of NOTAMS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10) Consider evaluation of possible destinations and proactively risk assess and organize: Airport analysis and risk assessment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11) Consider creating semi-permanent crew pairings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12) Consider the use of an out-and-back policy for flights to avoid stays at outstations where practicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13) Consider relaxing turn-around times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14) Confirm timely availability of required regulatory approvals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
15) Consider applying for waivers if necessary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
16) Consider SOPs for airlines that do not routinely operate cargo only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
17) Consider processes for roundtrip flights, e.g. rest possibilities, increased crew, food, water and toilet capability, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
18) Consider a process for carriage of engineers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
19) Consider mutual support to facilitate movement of cargo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

aircrews in times where passenger flight schedules are reduced				
20) Consider mitigations for insufficient flight training device capacity to maintain crew currency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
21) Consider availability of medical examiners and potential impact on licensing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
22) Consider weight and balance issues due to unusual load factors <ul style="list-style-type: none"> • Cabin safety for passenger main decks • Consider emergency equipment for carrying cargo in passenger cabins • Consider Dangerous Goods Regulations and policy 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
23) Ensure availability of maintenance at outstations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
24) Consider spare aircraft planning/availability for 'aircraft on ground' at outstation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Flight				
25) Consider the available air traffic service level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
26) Consider the availability of en-route and destination diversions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
27) Consider risk analysis and processes for non-normal/non-routine operations, e.g. mixed passenger/cargo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
28) Consider limiting access to aircraft by ground staff for non-essential activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
29) Consider availability of transport and hotels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
30) Consider raising crew awareness of non-normal last-minute changes to loads, e.g. no shows, rebookings from other airlines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
31) Ensure limited crew exposure during turn around; consider limiting crew walk-arounds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
32) Ensure that all required ground services are available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
33) Ensure that the fuel service meets regulatory standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
34) Ensure that the de-icing service meets regulatory standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
General Remarks:				
Recommendations:				

Inspectors Name & Title
Date & Signature