FLIGHT OPERATIONS -SAFETY ASPECTS OF RE-ESTABLISHING OPERATIONS

SAFETY ASPECTS	RE-ESTABLISHING OPERATIONS NAME OF OPERATOR: S-SATISFACTORY, NS-NOT SATISFACTORY, NA-NOT APPLICABLE			
	S	NS	NA	REMARKS
1) Ensure staff available to operate growing schedule • Possible prolonged staff loss due to sickness or other reasons • Possible staff loss due financial situation	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
2) 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	☐	☐	☐	
3) Consider skills, knowledge and qualification distribution across the route network	☐	☐	☐	
4) Consider impact of interrupted initial and recurrent training	☐	☐	☐	
5) Consider increased flight data monitoring to identify precursors	☐	☐	☐	
Ensure availability of adequately trained check flight crews	☐	☐	☐	
Pre-Flight				
6) Consider increased attention to the accuracy and currency of NOTAMS	☐	☐	☐	
7) Consider evaluation of possible destinations and proactively risk assess and organize: Airport analysis and risk assessment	☐	☐	☐	
8) Consider relaxing turn-around times	☐	☐	☐	
9) Consider applying for waivers if necessary	☐	☐	☐	
10) Consider mitigations for insufficient flight training device capacity to maintain crew currency	☐	☐	☐	
11) Consider availability of medical examiners and potential impact on licensing	☐	☐	☐	

12) Consider levels of experience when scheduling and pairing	☐	☐	☐	
13) Ensure build-up of activity matches system capability e.g. training resources	☐	☐	☐	
14) 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	☐	☐	☐	
15) 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	☐	☐	☐	
16) Consider Dangerous Goods Regulations and policy	☐	☐	☐	
17) Ensure coordination between network planning, flight ops and maintenance when de-storing aircraft	☐	☐	☐	
Flight				
18) Consider the available air traffic service level	☐	☐	☐	
19) Consider the availability of en-route and destination diversions	☐	☐	☐	
20) 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	☐	☐	☐	
21) Consider technical flight capability and availability	☐	☐	☐	

22) Ensure all software, firmware, navigation and terrain databases are up to date¨				
23) Consider validity of fuel statistics				
24) Ensure that all required ground services are available				
25) Ensure that the fuel service meets regulatory standards				
26) Ensure that the de-icing service meets regulatory standards				
General Remarks:				
Recommendations:				
Inspectors Name & Title				
Date & Signature				