

CAA Nepal- COVID19 Quick Reference Guide

020APPENDIX 11- PILOT PROFICIENCY CHECKS

Alleviation Title	PILOT PROFICIENCY CHECKS
Version	1.0
Publication Date	22 May 2020
Relevant Standard(s)	<p>FOR(A) 9.4.4.1 An operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot’s competence on each type or variant of a type of aeroplane. Where the operation may be conducted under instrument flight rules, an operator shall ensure that the pilot’s competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of Civil Aviation Authority of Nepal. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.</p> <p><i>Note 1. - Flight simulation training devices of aeroplane category approved by Director General Civil Aviation Authority of Nepal may be used for those parts of the checks for which they are specifically approved. See Appendix 5.</i></p> <p><i>Note 2. - For the renewal of Flight Instructor rating, the applicant must produce required documents for renewal of his pilot license except in this case, his proficiency check report should include the details on flight occupying position as an instructor.</i></p> <p>FOR (H) 7.4.3.1 An operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot’s competence on each type or variant of a type of helicopter. Where the operation may be conducted under IFR, an operator shall ensure that the pilot’s competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the State of the Operator. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.</p> <p>Note.— Flight simulation training devices approved by the State of the Operator may be used for those parts of the checks for which they are specifically approved.</p>

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Problem Statement	Operators may have difficulties in complying with proficiency check requirements due physical distancing policies, the unavailability of flight simulation training devices (FSTDs), and or inability of personnel to travel to the operators training facilities etc., as a consequence of the COVID-19 pandemic.
Applicability	<input type="checkbox"/> CAAN has reviewed methods of continuing with proficiency checks at standard intervals and found no alternative than to grant an alleviation <input type="checkbox"/> Applies to pilots engaged in commercial operations with an operator <input type="checkbox"/> Applies to pilots that are due for a proficiency check <input type="checkbox"/> This alleviation applies for the period established by the CAAN and ending no later than 31 December 2020.
Alleviation summary	Relaxation of requirement to conduct a proficiency check twice in one year.
Operational context	<input type="checkbox"/> Consideration needs to be given to the likely impact of a significantly reduced operation. <input type="checkbox"/> Look at combination effect of multiple exemptions, for example extension of validity of licence plus lack of recency (<i>See OPS QRG Recent Experience Requirements</i>) <input type="checkbox"/> Operator SMS requires a continuous risk assessment <input type="checkbox"/> Total competency and proficiency should be considered <input type="checkbox"/> Unusual operations (specific/complex areas of operation, extended Flight Time Limitations) should be limited to crew with regular validity on the license.
Possible Mitigations and Solutions	<p>In an effort to maintain an equivalent level of safety, the following mitigations should be considered:</p> <input type="checkbox"/> Reductions in operating limitations such as <ul style="list-style-type: none"> o Crosswind/tailwind o contaminated runways/Severe weather o Use of higher take-off/approach minima o no operational MEL items that may unacceptably increase pilot workload, etc. <input type="checkbox"/> Two pilots operating under exemption should not be scheduled together, or when both pilots are operating under the exemption, then one of them should be a check pilot or flight instructor <input type="checkbox"/> Use of distance learning to provide a refresher on knowledge and SOPs including normal and non-normal operations <input type="checkbox"/> Pairing lower experience crew member with more experienced crew member. <ul style="list-style-type: none"> • Additional mitigation measures acceptable to CAAN
Alleviations likely to be unacceptable to other States	<input type="checkbox"/> Operators using this temporary alleviation for commercial reasons or reasons not associated with Covid-19 restrictions. <input type="checkbox"/> Extensions that more than double the original regulatory validity period of the proficiency check.
References	<ul style="list-style-type: none"> ➤ Flight Operation Requirements- Aeroplane ➤ Flight Operation Requirements- Helicopter