

CAA Nepal- COVID19 Quick Reference Guide

Appendix8- Aeroplane recent experience - Pilot -In- Command area, route and aerodrome (ARA) qualifications

Alleviation Title	Aeroplane recent experience - Pilot -In- Command area, route and aerodrome (ARA) qualifications
Version	1.0
Publication Date	14 May 2020
Relevant Standard(s)	<p>Flight Operations Requirements-Airplane (FOR-A) states:</p> <p>9.4.3.5 An operator shall not continue to utilize a pilot as a pilot-in-command on a route or within an area specified by the operator and approved by Civil Aviation Authority of Nepal unless, within the preceding 12 months, that pilot has made at least one trip as a pilot member of the flight crew, or as a check pilot, or as an observer in the flight crew compartment (where applicable):</p> <p>a) within that specified area; and</p> <p>b) if appropriate, on any route where procedures associated with that route or with any aerodromes intended to be used for take-off or landing require the application of special skills or knowledge.</p> <p>9.4.3.6 In the event that more than 12 months elapse in which a pilot-in-command has not made such a trip on a route in close proximity and over similar terrain, within such a specified area, route or aerodrome, and has not practiced such procedures in a training device which is adequate for this purpose, prior to again serving as a pilot in- command within that area or on that route, that pilot must re-qualify in accordance with 9.4.3.2 and 9.4.3.3.</p>
Problem Statement	Operators may have difficulties to comply with recency requirements due to reduced flight operations or unavailability of FSTD facilities because of the COVID-19 Pandemic.
Applicability	<p>Applies to a PIC that does not meet the specific ARA recency requirement.</p> <p><input type="checkbox"/> Operators that have returned to service after an extended period with minimal number of flight crew members that met ARA recency requirements.</p> <p><input type="checkbox"/> The alleviation is time limited to a period needed to commence flight operations and should be revoked once compliance with the Standard can be achieved.</p> <p><input type="checkbox"/> This alleviation applies for the period established by CAAN and ending no later than 30 November 2020.</p>

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Minimum pre-requisite	The pilot in command had been qualified for the ARA prior to the last flight in/on/to the ARA, and the last flight was conducted not more than 12 months ago.
Alleviation summary	Relaxation of the requirement for the PIC to meet ARA recency within the preceding 12 months.
Operational context	<p>Consideration needs to be given to the likely impact of a significantly reduced operation.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Alleviations should be subjected to operational restrictions in order to reduce flight crew exposure to demanding situations (e.g., severe weather, etc.). <input type="checkbox"/> Alleviations should be commensurate with the recent ARA experience of the pilot in command, the co-pilot or other assigned flight crew members. <input type="checkbox"/> Alleviations should be granted following the operator developing a risk assessment addressing the degradation of specific skills and/or knowledge due to lapse of ARA recency. <input type="checkbox"/> The CAAN review should take into account the overall operator's performance and risk profile (e.g. SMS maturity, training standards) and the combined effect of concurrent alleviations.
Possible Mitigations and Solutions	<ul style="list-style-type: none"> <input type="checkbox"/> Operator implements enhanced dispatch procedures that track ARA changes and implements feedback from other pilots operating in the area/route and/or aerodromes to provide a more comprehensive dispatch briefing. <input type="checkbox"/> Operator to provide flight crew with increased time to enable more comprehensive pre flight preparation and planning. <input type="checkbox"/> Use of distance learning to provide refresher training of knowledge and SOPs including specific normal and non normal operations into the specific ARA. <input type="checkbox"/> Substituting recency normally acquired as a flight crew member in an aeroplane or in an approved FSTD, with an alternative ground training device (e.g. not qualified in accordance with State Standards but still deemed fit for purpose by the CAAN) provided that negative training is avoided. <input type="checkbox"/> Another member of the flight crew, other than the PIC, meets the ARA recency requirement. <input type="checkbox"/> Roster more experienced flight crew members on flights with a PIC that has expired ARA recency. <input type="checkbox"/> Consider the following operational limitations in the risk assessment for the specific ARA operation.: <ul style="list-style-type: none"> o Flight into the specific ARA with the most current pilot assuming the role of pilot flying; o Avoiding operations with significant terrain and minimum safe altitudes o Navigational and communication facilities o 2D approach operations o Reduction in maximum crosswind / tailwind limitations; o Avoidance of contaminated runways / severe weather; o Use of higher approach / departure minima; o Operating with increased crew complement; o Consider operations with reduced duty periods or other options limiting fatigue;

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	<p>o No operational MEL items that may unacceptably increase pilot workload taking into account the specific ARA.</p> <p>The extent of the mitigating measures should be reviewed to take into account the period of time the PIC has not operated into the specific ARA.</p>
<p>Alleviations likely to be unacceptable to other States</p>	<p>International operators should pay particular attention to following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The Scheduled PIC has not ever operated into the specific ARA. <input type="checkbox"/> All scheduled flight crew that are scheduled for a flight into an ARA without one member of the operational flight crew that meets specific ARA recency. <input type="checkbox"/> PIC ARA recency expired by more than 6 months. <input type="checkbox"/> Flight crew operating with Alleviations to flight and duty time limitations (<i>See OPS QRG Variations to existing flight and duty time limitations</i>) <input type="checkbox"/> Operations to aerodromes requiring complex procedures, e.g. RNP AR APCH, steep approaches. <input type="checkbox"/> Use of an FSTD deemed not fit for purpose by the CAAN
<p>References</p>	<ul style="list-style-type: none"> ➤ Flight Operation Requirements- Aeroplane