

CAA Nepal- COVID19 Quick Reference Guide

Appendix 9- Helicopter recent experience - Pilot -In- Command Operational qualifications

Alleviation Title	Helicopter recent experience - Pilot-In-Command Operational Qualification
Version	1.0
Publication Date	14 May 2020
Relevant Standard(s)	<p>Flight Operations Requirements-Helicopter (FOR-H) states:</p> <p>7.4.1.1 An operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of a helicopter during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of helicopter or in a flight simulator approved for the purpose.</p> <p>7.4.2.5 An operator shall not continue to utilize a pilot as a pilot-in-command on an operation unless, within the preceding 12 months, the pilot has made at least one representative flight as a pilot member of the flight crew, or as a check pilot, or as an observer on the flight deck. In the event that more than 12 months' elapse in which a pilot has not made such a representative flight, prior to again serving as a pilot-in-command on that operation, that pilot must requalify in accordance with 7.4.2.2 and 7.4.2.3.</p>
Problem Statement	Operators may have difficulties to comply with pilot in command recency requirements for representative flights due to reduced flight operations or unavailability of FSTD facilities because of the COVID-19 Pandemic.
Applicability	<p><input type="checkbox"/> Applies to a PIC that does not meet the specific OSA 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 OSA 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 till 30th November 2020.</p>
Minimum pre-requisite	The pilot in command had been qualified to conduct operations in the operator specified area (OSA) prior to the last representative flight in that area, which was not more than 12 months.
Alleviation summary	Relaxation of the requirement for the PIC to meet OSA recency within the preceding 12 months.

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Operational context	<ul style="list-style-type: none"> <input type="checkbox"/> Consideration needs to be given to the likely impact of a significantly reduced operation. <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 OSA 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 OSA recency. <input type="checkbox"/> The State 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 OSA changes and implement 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 OSA. <input type="checkbox"/> Substituting recency normally acquired as a flight crew member in a Helicopter 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 State) provided that negative training is avoided. <input type="checkbox"/> Another member of the flight crew, other than the PIC, meets the OSA recency requirement. <input type="checkbox"/> Roster more experienced flight crew members on flights with a PIC that has expired OSA recency where appropriate. <input type="checkbox"/> Consider the following operational limitations in the risk assessment for the specific OSA operation.: <ul style="list-style-type: none"> o Flight into the OSA 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 severe weather / night operations; o Use of higher approach / departure minima if appropriate; o Operating with increased crew complement; o Consider operations with reduced FDTL or other options limiting fatigue; o No operational MEL items that may unacceptably increase pilot workload taking into account the OSA. <input type="checkbox"/> The extent of the mitigating measures should be reviewed to take into account the period of time the PIC has not operated into the OSA.
Alleviations likely to be unacceptable	<ul style="list-style-type: none"> <input type="checkbox"/> The Scheduled PIC has not operated into the OSA and therefore never qualified.

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to other States	<ul style="list-style-type: none"><input type="checkbox"/> All scheduled flight crew that are scheduled for a flight into an OSA without one member of the operational flight crew that meets OSA recency.<input type="checkbox"/> PIC OSA 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, steep approaches.<input type="checkbox"/> Use of an FSTD deemed not fit for purpose by the State
References	<ul style="list-style-type: none">➤ Flight Operation Requirements- Helicopter