

# Flying : What's That ?

The near complete grounding of all airplanes the world over has been unprecedented in the history of aviation. While we are all hopeful that our “Forced Vacation”



will end soon, we must prepare ourselves to get back into the cockpit and understand the pitfalls that we may encounter when getting back into the groove. We have all experienced what it is like to return to the flight deck after a prolonged gap. However, in the past, we've had a team around us that would recognize and correct our unintentional oversights. This time around we must be mindful that all our usual support system, be it assistance in the cockpit or cabin-crew, engineer, GSD staff, ATC, push tug operator etc. are all in the same predicament as us. Every single individual is coping with anxiety of returning to work in these tough times.

Understanding this part of the Human-factor and keeping our guards up for the first few flights is of utmost importance.

Below are some suggestions that we believe may help you with your preparation.

These have been compiled after understanding the challenges that have

been faced by crew who have operated flights during the Lockdown period. We hope that this alleviates some of the anxiety that you may have to return to work.

## Start reading/practicing procedures:

It is recommended that we read though and brush up the SOP/CSOP and Emergency Procedures before flight operations resume. You might even consider doing some chair flying to better prepare yourself.

## License Validity:

DGCA has given a 90-day extension on many of our ratings, recurrent training and licenses. Please read OC No. 2 of 2020 on DGCA website. Point VII of said circular highlights 3 other DGCA/BCAS Orders/Circulars, which also need to be perused to ascertain the status of your license. [DGCA reference documents.](#)



## Security at the airport:

The CISF personnel are checking AEPs and body temperature using social distancing protocols. Lets assist them by following the correct etiquette where required.

Remove you face mask momentarily so that they may identify you whilst holding up the AEP so they can clearly

see name, photo, validity and the BCAS hologram sticker. If you do have hair that is styled to cover your forehead, lift the hair so that your temperature maybe recorded.



It is common knowledge that the trays kept at X-ray machines harbor a variety of germs and so it might be wise for us to use our flight bags to store metal items that may trigger the Door Frame metal detectors. Note: The CISF has modified their handheld scanners to scan you from a distance.

## Use your time in Transport wisely (if you've opted for it):

Kindly inform the transport dept. if you wish to use your personal vehicle to commute to work. At the moment parking at the airport is free of charge. We will request the dispatchers to email the flight related paperwork well in advance and if you are using company transport you could use this time to read thru your flight's information.

## Pre-flight Medical:

The importance of remembering to sign the PFM register cannot be stressed enough.

Forgetting to do so will still invite punitive action. Please also note that DGCA has given dispensation to not carry out BA tests, but this rule could change at anytime and is beyond the



control of our doctors and the airline.

### Report Early and reach the airplane early:

It may be practical to report a few minutes earlier than usual. This is purely



to prevent anyone from being in a rush. It will give each individual enough time to cross check flight related paperwork for gross errors and read through NOTAMS. Keep in mind that many enroute airfields may not be operational due to lack of flights and reduced ATC watch hours. We would also like to highlight that in Mumbai on vacating Runway 27 on taxiway N8, taxiway N has a diverted onto temporary taxilane Z due to recarpeting work.

Get to the airplane early and give yourself and your colleague enough time to setup as well as sanitize their surrounding especially the hand mic and headset since these are in close

proximity to you ears and mouth. It maybe a good practice to keep a 6-8 cm distance between the hand mic/headset mic and your mouth.

### Suit up:

At the moment crew are being offered protective gear by the catering department at the airplane. The kit



consists of a Hazmat suit with attached hoodie, shoe covers, facemask, rubber gloves and glasses/visor. We advise you to use your own discretion when using the shoe covers as your feet might slip off the rudder pedals. The Visor, when used in flight, has a tendency to fog up and hampers visibility. Exercise discretion when using the same.

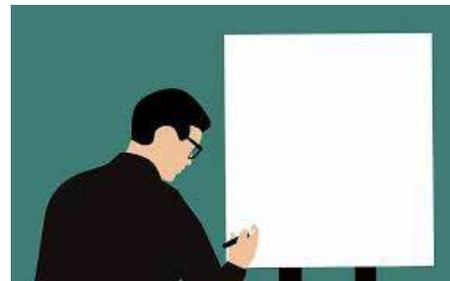
It might be a good idea to carry additional facemasks and hand sanitizer on every flight.

### Is the airplane airworthy?



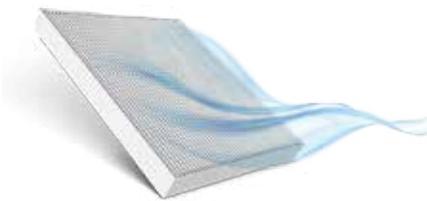
The aircraft too maybe flying after several days hence check the airplane documents in the Mandatory Documents folder (e.g. CRS, C of A etc.) to ensure validity. The walk-around must be performed meticulously paying special attention to probes. Double check that Pins and covers are removed.

### Briefing:



Modify your briefing to include emergency procedures/memory items. Keep in mind that you maybe wearing a hazmat suit and a face mask which may require to discuss additional actions required during an emergency (e.g. removing the face mask before donning the oxygen mask, removing the hazmat suit during a fire).

### Cockpit Preparation:



Check battery status during cockpit preparation (i.e. discharge rate less than 60A in 10 seconds) since airplanes have been on ground for so long.

EASA recommends Pack Flow set to HI during this Pandemic (irrespective of number of Pax). Additionally, cabin fan must remain ON, as the HEPA filters will purify the air sufficiently.

### Cockpit distancing:

With social distancing being the norm, it might be a good idea to enforce the same with regard to cockpit access as



well. Brief your cabin-crew in advance that you will call upon them if the need arises and that unnecessary cockpit entries/physical interaction will not be required. All checks over intercom will continue as per procedure.

As a reminder and for your protection it is prudent that everyone keeps sanitizing their hands, especially before meals and after using the restroom.

### Speak Up:



Empower the first officer to voice their opinion should they feel that you might have unintentionally overlooked anything during the course of your tour of duty together. This too maybe added to you briefing.

### Slow down:

Do not rush yourself or your crew. OTP is important however safety takes precedence. Do not hurry through procedures and checklists. Taxi slowly as well. The airplane will have a tendency



to accelerate on ground due to reduced loads.

### Approaches:

We expect that when we return to the cockpit the rain gods will greet us as well.

The combination of adverse weather and our post-vacation state of mind is a “Perfect Storm”. As a reminder, during every monsoon season, carry out full procedure approaches wherever possible. Prefer precision approaches with maximum automation. Stabilize early and remember Go-Arounds are non-punitive.

### It ain’t over till its over:

Mentally, we feel relieved once the airplane is parked at our final destination during a tour of duty. However, our responsibility only ends after we complete the checklist, complete our paperwork and disembark. One such error during this phase is that a door/doors remain armed. This oversight has major ramifications with respect to safety and cost. So be vigilant in crosschecking that all the doors have been properly disarmed on the ECAM Door page.

### Finally, Phew:

This Pandemic is here for the Long Haul (pun not intended) and we must be prepared to make changes in our lives and habits to beat it. We will beat it! We will persevere! We all have our apprehensions when it comes to returning to work, but we hope you get

some solace in fact that we are all in this together. Feel free to contact any of us should you have any concern about getting back to flying.

This document isn’t being disseminated because we doubt the abilities of our peers and colleagues, but rather to highlight deficiencies that we have experienced first hand after a prolonged leave of absence. The biggest lesson to take away from this document is to follow the SOP/CSOP to the fullest and to not rush yourself and those around you.

Benjamin Franklin once said, “By failing to prepare, you are preparing to fail”. So let’s understand the latent threats that lay before us, let’s manage any errors that we may encounter and let’s fly home safely every time.

Regards,

Capt. Sangita Bangar

Capt. Manoj Jaggia

Capt. Nikhil Raut

Capt. Paresh Nerurkar

Capt. Erle Pereira

Capt. Dushyant Joshi

Capt. Dhruv N. Malkani

### DGCA reference documents:

OC No. 4 of 2020: [https://dgca.gov.in/digigovportal/jsp/dgca/homePage/viewPDF.jsp?page=topHeader/COVID/Ops04\\_2020.pdf](https://dgca.gov.in/digigovportal/jsp/dgca/homePage/viewPDF.jsp?page=topHeader/COVID/Ops04_2020.pdf)

OC No. 2 of 2020:

[https://dgca.gov.in/digigovportal/jsp/dgca/homePage/viewPDF.jsp?page=topHeader/COVID/Ops02\\_2020R2.pdf](https://dgca.gov.in/digigovportal/jsp/dgca/homePage/viewPDF.jsp?page=topHeader/COVID/Ops02_2020R2.pdf)

DGCA Order:

[https://dgca.gov.in/digigovportal/jsp/dgca/homePage/viewPDF.jsp?page=topHeader/COVID/Order\\_Pilot\(May2020\).pdf](https://dgca.gov.in/digigovportal/jsp/dgca/homePage/viewPDF.jsp?page=topHeader/COVID/Order_Pilot(May2020).pdf)

DGCA Circular:

<https://dgca.gov.in/digigovportal/jsp/dgca/homePage/viewPDF.jsp?page=topHeader/COVID/DGRT%20Extension%20Circular%20April%202020.pdf>

YouTube Link:

*Tips for reducing stress during COVID-19 pandemic:* <https://www.youtube.com/watch?v=kL0MmlMII6A&feature=share>

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