


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Transport Malta Centre Triq Pantar Lija LJA 2021 Malta
OAN Number: 07/20	Issue Date: 18 May 2020	
Subject: Return to Normal Operations		

1.0 INTRODUCTION

The purpose of this document is to provide a high-level guide for aircraft operators who need to manage and re-activate operations. Such process needs to be managed through the management system processes that enabled continued operations at the beginning of the COVID-19 outbreak.

The objective of this notice is not to replicate the myriad of industry documents published by ICAO, EASA, IATA and other bodies. The continuous changing landscape, and actions being taken by Health authorities of different countries is imposing further challenges. Technical guidelines for operations resonant with updated health measures will be published in due course.

2.0 CURRENT SCENARIOS

The outbreak has affected different operators in a distinct manner. Each operator has been carrying out different levels of activities, with some operators increasing flight activity while others have completely halted operations. The inspectorate has identified three scenarios –

1. AOC holders operating (air taxi) corporate aircraft under CAT having sustained a reduced operation.
2. AOC holders operating charters and ACMI operations with a complete stop in operation or operating ad-hoc cargo flights; and
3. AOC holder operating scheduled services, either operating a lifeline schedule or halted operations.

Return to operations from different levels of activities pose different risks. Operators will be required to manage common problems in order to resume operations in an orderly manner.

3.0 MANAGEMENT OF EXEMPTIONS

Since the beginning of the outbreak, the flight operations inspectorate published guidelines and updated instructions to enable continued operations. This has invariably imposed a high workload on the inspectorate; however, it is recognised that such work needed to take priority.

3.1 Exemptions related to Training, Testing and Checking

The use of flexibility provisions and exemptions from training, testing and checking requirements is seen as the biggest challenge. Most training facilities have recommenced activity, however access to facilities is being restricted according to local regulations. The gradual lifting of restrictions may still require the use of flexibility provisions but to a lesser extent.

The review of mitigating actions required by risk assessments as a basis for issuance of exemptions need to be prioritised. The compliance monitoring function shall take a central role in ensuring these actions are implemented and reviewed.

The inspectorate will continue assessing requests based on a case by case basis as laid down in OAN 02/20.

3.2 Exemptions related to Flight Time Limitations

The issuance of such exemptions will not change and continued to be assessed on a case by case basis. Operators are required to demonstrate the urgent need or unforeseen circumstances creating the requirement for an exemption. The situation is expected to improve as more countries lift entry requirements/restrictions.

3.3 Exemptions related to Carriage of Cargo in Passenger Compartment

The use of these exemptions allows operators to carry essential cargo and medical supplies in passenger compartment that are related to the COVID-19 pandemic. OAN 04/20 details the requirements for operators to make use of such alleviations.

4.0 MANAGEMENT OF CHANGE

Actions mandated by EASA Safety Directive No 2020-01 shall continue to be valid until the same directive is rescinded. The recovery of the training, testing and checking elements that have been exempted under 3.1 shall take priority. The recovery plan should clearly indicate how the deferred elements exempted under OFO.FC.230 and 100(c) will be handled.

The compliance monitoring department shall specify how any deferred audits/inspections that are part of the audit plan will be managed.

This process should also highlight the mitigations put in place to conduct operations in the new environment. The process will be driven by the requirements to return to commercial operations, however this shall include other aspects that may have changed during the outbreak. Such aspects may include but not limited to –

1. Crew Competency Assessment;
2. Ground Handling Safety assessment;
3. Human Factors associated with “return to normal operations”;
4. Operational Risks Assessments;
5. Assessing and comparing the changes operational procedures and contexts around “pre COVID 19” safety initiatives/projects/concerns with “post COVID19” state. Examples might include changes to operational tools such as new Type B software or procedures initiated just prior to COVID 19.

5.0 CONTACT WITH INSPECTORATE

Operators are required to keep their principal inspector updated with further progress in relation to this. A report shall be sent to the respective inspector at least on a monthly basis or whenever the training recovery process is complete. Operators who have established reporting systems in agreement with the respective inspector may continue to do so. An updated management of change should be included in the monthly communication with your principal inspector.

Flight Operations Inspectorate

Operator Training Recovery Status

Operator Name _____

	Crew Name	Licence Number	Training Element	Original Expiry Date	Training Completion Date	New Expiry Date
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