

Covid-19 Procedures

Risk Assessment

You are advised to comply with the advice given by RA-Aus with regards to flight recency as well as precaution to be taken when flying in a Covid-19 pandemic.

Having a copy of this section of the Safety Management Manual with you in the aircraft at all times and complying with the advice given in it would be evidence that you had done your best to comply with the government Covid-19 restrictions and associated risks posed by lack of recent flying.

The following guidance on Covid-19 procedures is provided by RA-Aus. Check the RA-Aus website for any current updates on this advice.

“..it important that all members continue to review the updated guidelines for their respective State or Territory prior to undertaking private, recreational, or flying training activities, and to carefully review and follow the advice or regulations which have been published in relation to social distancing, travel restrictions, or any prohibited or restricted activity.”

Physical distancing

Continue to abide by physical distancing requirements including the 1.5m (or 1 person per 4sqm) distancing requirements. Exceptions to the distancing requirements may include members of your household (your partner, immediate family members or people you have been isolating with, i.e. your social bubble).
IMSAFE Checklist: Pilots should ensure they are fit to fly prior to operating an aircraft. If you are unwell or have any coronavirus symptoms, avoid flying until you have fully recovered.

Pilot currency and skill management

Prior to flight, ensure you are current to safely operate your aircraft. If you have not been able to fly for an extended period of time, are due for a flight review or have low total experience, you should strongly consider conducting a flight review or currency check with an instructor prior to returning to solo flight. Rather than carrying out long distance cross country flights, consider local A-A flights or refreshing your personal skills by conducting circuits, practicing forced landings or stalling in the training area. These operations can also be carried out without a passenger, ensuring pilots continue to follow social distancing recommendations.

Stick to your personal minimums

At a time where medical resources are already stretched it is important to avoid the potential for the need for emergency services in the unlikely event that something does not go to plan. We therefore recommend that thorough pre-flight planning be completed prior to flight to assess current conditions. If these conditions are challenging or fall outside your personal minimums, then it is recommended that the flight be delayed until conditions improve. Let's look out for each other during these difficult times.

Personal Protective Equipment (PPE)

Consider the use of disposable gloves, masks and other methods to reduce potential cross contamination. In addition to decreasing the risk of possible contraction of COVID-19, masks minimise the possible spread of fluid from the mouth and nose and assist in preventing pilots from touching their face, particularly when adjusting your microphone. Despite some concerns, pilots have reported that the use of masks have minimal disruption on the ability to make clear radio calls.

Hygiene

Maintain hand hygiene protocols and ensure aircraft are appropriately disinfected, considering the large number of touch points for potential exposure.

Remember, it is better to be on the ground wishing you were in the air, than in the air wishing you were on the ground!

Bow Tie Analysis

A “bow tie” analysis of a Covid-19 event is given in the table below.

Causes	Event	Outcomes
Pilot returning from an interstate flight	Covid-19 source traced back to a member or visitor	Pilot gets infected
Pilot meeting someone in QLD who is from another state and not complied with the QLD Covid-19 restrictions		Others get infected
		Pilot fined for not complying with quarantine restrictions
		JWSFC shut down for not providing guidance to members on Covid-19 procedures

This simple diagram shows the possible causes of a Covid-19 infection in others as a result of operating a light aircraft. The pilot or his passenger involved may get the virus and pass it on to others. The consequences of not complying with the advice and regulations covering the virus are shown on the right of the table.

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Pilot Currency

PILOT CURRENCY BAROMETER

*Am I safe to fly?**



HOURS (6 months)

LANDINGS (3 months)

USING THE BAROMETER

Add up your hours for the last 6 months and landings for the last 3 months. Locate the figures on the barometer. Where the line drawn between them crosses the white line, read the approximate advice for that box colour.
(Example shows pilot with 12 hours and 3 landings)

EXPERIENCE

What is your experience? Your total hours and landings represent experience, BUT your currency is just as important - maybe more so!

CURRENCY

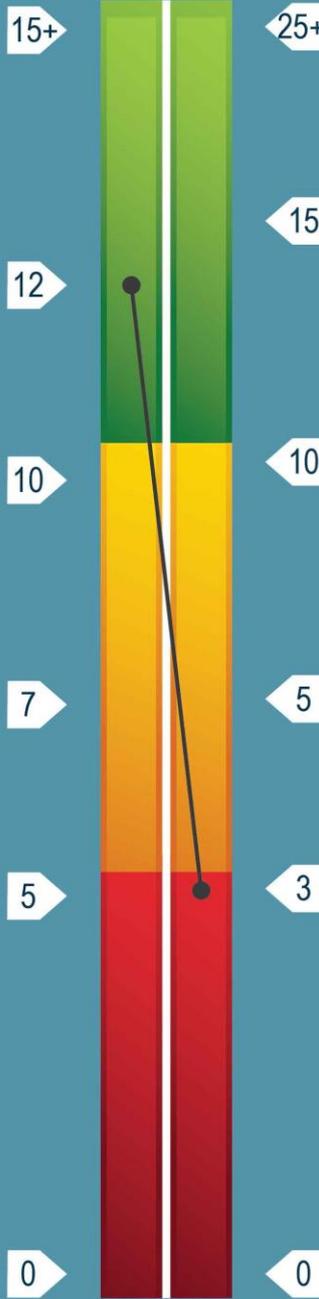
If you haven't completed three take offs and landings in the past 90 days, you must not carry a passenger. RAAus recommends you complete a check flight. Consider your recency related to the aircraft type and the complexity of your planned flight.

WEATHER

Ensure the weather forecast is within your personal limits. Consider turbulence, wind strength, crosswind component, temperature, and cloud.

FLIGHT PLANNING

- Current charts and airport information
- BFR and membership and medical
- Aircraft registration and maintenance
- Weather, fuel and NOTAMS
- Emergency procedures
- Complete IMSAFE assessment



Your status is good but remain focused and vigilant

Be cautious with complacency. Experience doesn't replace disciplines like:

- Completing a thorough pre-flight
- Using checklists
- Correctly configuring the aircraft
- Accurately flying the aircraft - speeds and heights
- Practising emergency actions
- Flying standard circuits
- Using standard radio phrases

Exercise caution and stay within your limits

You may not be as good as you think

Consider a flight check. Be cautious particularly if operating outside your normal operations. For example:

- At a new airfield
- In a new type of aircraft
- Flights after maintenance
- High traffic operations

You are rusty!

Being out of practice, your skills will be rusty even if you are operating at your home airfield in your own aircraft.

RAAus strongly recommends you conduct a flight with an Instructor to brush up on your skills.

Ensure local weather conditions are within your personal limits prior to flight.



*Information provided is intended as guidance material only. Pilots should discuss their proficiency and currency with an instructor. Scale adapted from the British Gliding Federation. Version 1 June 2020.