

Line Operations

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1 Scope

This document carries the line operations of Fleet and Operations, GOV-02: how a pilot takes a flight, where aircraft and pilots stand between flights, ferry flights, flight planning and recording, and the acceptance of flight reports. It applies to every flight flown by the Airline's pilots.

2 Definitions

In this document:

- **Booking** means a pilot's reservation of one flight on one aircraft at a planned off-blocks time.
- **Active booking** means a booking that has been made and has not been flown, cancelled or lapsed.
- **Planned off-blocks time** means the time, in UTC, at which the pilot books the flight to leave the stand.
- **Position** means the aerodrome at which an aircraft or a pilot stands.
- **Flight recording system** means the Airline's system that records a flight and submits its flight report.
- **Flight report** means the report of a flight submitted through the flight recording system.

3 Flights

A scheduled flight is flown under the flight number, between the aerodromes and on the aircraft type published for it in the Network Schedule, GOV-03A. The day and time of the flight are set by the pilot at booking.

A flight that GOV-03A publishes as operating in season is bookable only while the Director of Flight Operations has declared its season open.

A ferry flight is flown under Ferry Flights below.

4 Crew

The pilot who holds the booking is the pilot in command and flies the flight as its operating crew. The crew complement of GOV-02 is taken as met.

5 Booking

A flight is flown only under an active booking held by its pilot in command. A booking is made subject to the following:

- a pilot holds one active booking at a time;
- a flight number is held by one active booking at a time;
- an aircraft is held by one active booking at a time;
- the planned off-blocks time is not in the past and not more than 24 hours ahead;
- the pilot and the aircraft are both positioned at the aerodrome of departure;
- the planned off-blocks time is not earlier than the aircraft's last on-blocks time plus its turnaround in the Fleet Table of GOV-02; and
- the aircraft is of a variant on which the pilot is qualified under Pilot Career, GOV-08A.

A pilot may cancel a booking at any time before the flight is started. A booking lapses if the flight is not started in the flight recording system within 2 hours after its planned off-blocks time. A cancelled or lapsed booking releases its flight number and its aircraft.

6 Aircraft and Pilot Position

Every aircraft and every pilot holds a position. An aircraft enters service, and a pilot joins the Airline, positioned at Sochi (AER).

On submission of a flight report, the pilot and the aircraft are positioned at the aerodrome where the flight landed. A flight report not accepted does not reverse a position. The Director of Flight Operations may correct the position of an aircraft or a pilot where it is wrong.

7 Positioning

A pilot who holds no active booking may position to any aerodrome one scheduled sector away from the pilot's position. Positioning is recorded, and carries no accepted hours and no assessment.

8 Ferry Flights

An aircraft that lands at an aerodrome other than the planned destination owes a ferry flight from its position to that destination. A ferry flight carries a four-digit flight number from 8001 upward, allocated in sequence on booking. Any pilot qualified on the variant and positioned with the aircraft may book it.

9 Hard Landing Inspection

An aircraft that has made a hard landing under Standard Operating Procedures, GOV-02C, is not booked for 12 hours from its on-blocks time, during which it is inspected. The Director of Flight Operations may release it earlier.

10 Flight Planning

Every flight is planned on an operational flight plan filed under the flight number, the aerodromes of departure and destination and the aircraft registration of its booking. The flight recording system does not start a flight whose flight plan differs from its booking in any of them.

The block time and the fuel burn of the flight plan are the basis against which the flight is assessed under GOV-08A.

11 Flight Recording

The flight recording system starts a flight only under an active booking, against its matching flight plan, and only when it recognises the aircraft as the Airline's 737.

A flight is recorded whole when the recording begins with the aircraft parked and every engine shut down, and ends on blocks with every engine shut down, without time acceleration or slew at any point. A pause in the recording is permitted.

The following are recorded as integrity flags: time acceleration, slew, a jump in position, fuel added in flight, an overspeed and a stall warning.

12 Flight Reports and Acceptance

A flight report is accepted without review when all of the following hold:

- it carries no integrity flag other than a pause;
- the flight did not divert;
- the rate of descent at touchdown is between 50 and 600 feet per minute;
- the vertical acceleration at touchdown is not greater than 1.7 g; and
- the times, the totals and the track of the report agree with one another and with the aerodromes of departure and landing.

Every other flight report, and every flight report submitted without a booking, is reviewed by a reviewer authorised to review flight reports, who accepts or rejects it. A rejection carries its reason, which is shown to the pilot.

13 Public Display

A flight in progress is shown on the Airline's public departure board and route map. Each pilot chooses whether the flight is shown with the pilot's code, with the pilot's name, or without the pilot. A flight is shown in every case.