



BUSINESS AVIATION SAFETY

Chris Finnigan

Manager Flight Operations Policy
(General Aviation)

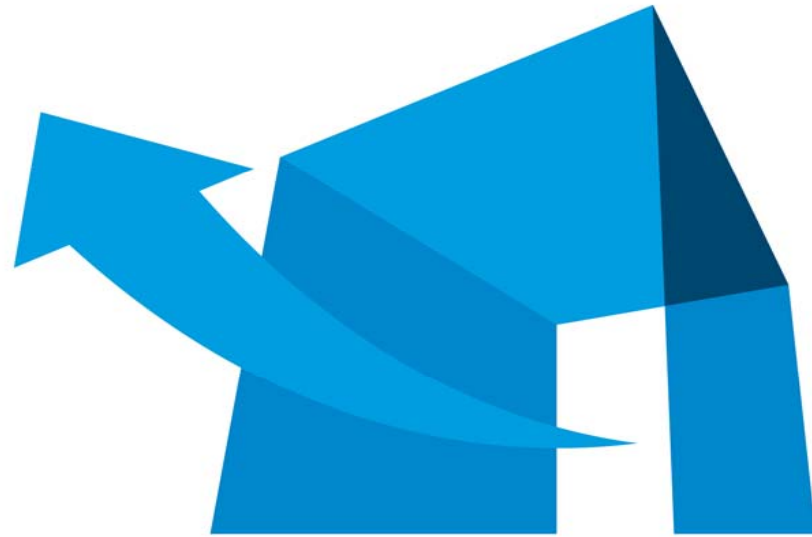
United Kingdom Civil Aviation Authority

RECAP from EBACE 2007

- ❖ Bizjets represent only 3% of flights handled by NATS.
- ❖ Disproportionate Bizjet SID deviation, level bust and runway incursion rates in UK.
- ❖ VLJs – single pilot operations of great concern.
- ❖ UK Regulator and Industry are working together to improve safety.

Update

- ❖ What we have done so far.
- ❖ Who is involved.
- ❖ What further work is needed.



AIRSPACE & SAFETY INITIATIVE

The Airspace & Safety Initiative

- ❖ The ASI is a joint CAA, NATS, AOA, GA and MoD effort to investigate and tackle the major safety risks in UK airspace.
- ❖ A number of sub-groups have been formed to focus on specific areas.
- ❖ Business Aviation Safety Group.

Business Aviation Safety Group

- ❖ Central Government – Department for Transport
- ❖ NATS (UK's Principal ANSP)
- ❖ CAA Flt Ops/Air Traffic Standards + FAA Rep
- ❖ Industry
 - Representative bodies (EBAA, BBGA, AOA)
 - Bizjet Operators
 - Training Providers
 - Specialist Aviation Lawyers
 - Insurers?

Key Safety Issues

- ❖ Level Busts.
- ❖ Runway Incursions.
- ❖ Communication Errors.
- ❖ FTL – Crew Fatigue.

Industry Perceptions of Regulator

- ❖ Difficulty interfacing with Regulator such as multiple points of contact instead of a single one.
- ❖ Lack of information on developments arising from EASA and JAA.
- ❖ Perceived lack of interest in the Business Aviation sector from the Regulator.

Regulator Response - Actions

- ❖ Providing guidance material, specifically targeted at the Business jet “community”, containing updates on the Regulatory situation, clarification of regulator contact points, and sources of best practice advice and guidance on operational issues such as IS-BAO.
- ❖ Remaining engaged with industry and NATS on Business Aviation issues as the sector develops further, bearing in mind that minimum regulation remains CAA policy.

Business Aviation Safety Leaflet

- ❖ Single point of contact at CAA for Business Aviation issues.
- ❖ Links to Web-based information on safety issues.
- ❖ Link to a webpage summary of all regulation affecting Business Aviation.
- ❖ Link to Industry Best Practice information (IS-BAO).

Why produce a leaflet?

“The Business Aviation sector is showing strong growth and the emergence of Very Light Jets is expected to accelerate that growth. The particular pressures and challenges faced by crews operating in this sector, where often flight crews are required to meet and greet the passengers and perform the duties of flight ops departments, as well as fly the aircraft, require a clear focus on such safety issues.”

Aim of the Leaflet

“To draw the attention of flight crews to the safety issues identified and to direct them to sources of detailed and up-to-date best practice information. It is very important that a "safety culture" exists in each organisation, of whatever size, involved in Business Aviation.”

Further Work for the Group

- ❖ Navigational Errors.
- ❖ TCAS Responses.
- ❖ Very Light Jets - Owner/Operators.
- ❖ Language Proficiency.
- ❖ 2012 London Olympics

VLJ Operations

- ❖ Two pilot commercial operations – safe
- ❖ Single pilot operations in complex airspace – potentially unsafe
- ❖ Glass cockpit avionics – improved situational awareness or distraction?
- ❖ Busy airspace/marginal weather/late clearance changes + a technical problem = overload?
- ❖ Proficiency/currency of owner operators, and subsequent owner/operators
- ❖ TCAS/ACAS? Eurocontrol VIP AVAL Project.

Encouraging Two Pilot Ops

- ❖ Industry reputation/customer perception
- ❖ EASA regulation
- ❖ Access to Airspace/Airports
- ❖ Insurance premiums?
- ❖ Finance conditions?

But.....If you're rich enough and determined enough to fly single pilot in a Business Jet...



Cessna CJ1 - N102PT 13 February 2008

NTSB Preliminary Report

A Cessna Citation taxied out for departure after declining an offer to de-ice. It was dark and light snow had changed to freezing rain. The jet had been parked on the ramp for several hours and cars parked nearby were covered with clear ice. The single pilot, a very successful businesswoman, had her 10 year old son on board. She failed to activate the airport lighting by transmitting on the CTAF frequency, became lost in the dark and taxied off the icy paved surface onto the grass and then into a shallow ditch. A high power setting was needed to return to the paved taxiway where the airplane resumed taxiing to the wrong end of the intended departure runway. The error was recognized and the airplane taxied back to the proper runway. Shortly after takeoff, the pilot reported spatial disorientation and a loss of attitude reference. The airplane crashed six miles from the airport in a wooded area. There were no survivors.

Solutions?

- ❖ Manufacturer Training/Mentoring programmes, linked to warranty conditions?
But what about subsequent owners?
- ❖ Denial of access to Airspace/Airports
- ❖ EASA regulation?
- ❖ Insurance conditions
- ❖ Finance conditions

Summary

- ❖ UK Regulator, NATS and Industry are working together to improve Business Aviation safety.
- ❖ A “joined-up” collaborative approach, carrot not stick, encouraging best practice over regulation.
- ❖ VLJs – single pilot operations in busy UK and European airspace of great concern.
- ❖ Business Aviation at London Olympics 2012- a challenge for us all?

