

NBAA / Cessna Single Pilot Safety Standdown

October 18th, 2010

SP Flight Operations Safety Considerations



- Possible FAR 61.58 requirement of single pilot operations. Never existed with our "S" series jets.
- When not to conduct SP ops.
- Proper use of automation - FLC or VSI during climb, when to arm for an approach and use of EFBs
- Recurrent training - FSI, SimCom, Arizona Type Ratings or a PPE, your choice. Which is best?
- Flight planners - Fltplan.com, AOPA planner or 1 800 WX BRIEF
- Flying with a person who may be uncomfortable during a flight. Who is going to hold their hand when you are busy?
- Runway briefing prior to TO? Talking to ones self.

SP Human Factor Considerations

- At Risk Traits and Single Pilot Ops*
 - Unrealistic can-do attitude
 - Always rushed or hurried
 - Overconfident in abilities
 - Advancing very quickly
 - Tends to show off, bragging
 - Ignores help or mentoring
 - Scary pilot syndrome
 - Lack of Humility

* Bill Rhodes, PhD, Aero worthy Consulting, LLC

SP Human Factor Considerations

- Average of 5 fatal accidents in GA per week
- Know about yourself, there are certain things you should not be doing
- Right or Wrong vs. Better or Worse
- Equipment induced risk taking
- ***The only element in the system that truly has the capability to change is YOU!***

Single Pilot Safety

- Remember, there is no:
 - No simple solution
 - No single answer
 - No one size fits all
- How do we improve:
 - Cultural change
 - Education
 - Acknowledgement