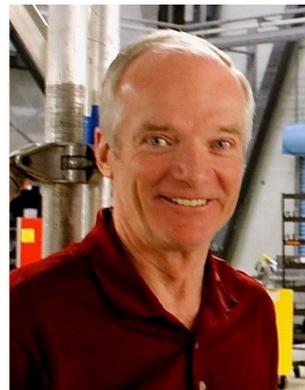


— LATEST BRIEFING —

Staying Safe and Flying Safe in Crazy Times

Safety Committee Advances Numerous Initiatives During COVID Downtime

*by Charlie Precourt, CJP Safety Committee
Chairman*



We have another full plate to report as we wrap up the second quarter of 2020. The list we'll cover in this edition of Right Seat includes:

- Regaining proficiency after a layoff
- Update on our CJP Flight Operations Quality Assurance (FOQA) initiative
- A look back at our accident/incident history
- Flight Safety Foundation free membership opportunity
- Our "Safety" webpage overhaul
- CJP Gold Standard Safety Award - extended application period
- David Miller and Neil Singer - online learning and podcast review

Before diving into our Right Seat update, I thought I'd give some well-deserved recognition to my colleagues at NASA, who have resumed launching our astronauts on our own rockets to the International Space Station. It was great to see Doug Hurley and Bob Behnken successfully launch and dock a few weeks ago. They'll be on orbit awhile, completing a shakedown cruise of the Dragon capsule. We wish them a safe reentry in a few weeks. I was thrilled to see these two guys make the flight as I had the privilege of being on their selection committee to join the astronaut corps while I served as Chief Astronaut many moons ago. I think we can say we chose well!



For extra insight into a part of their flight to the ISS, you can try out this little docking

simulator: <https://iss-sim.spacex.com/>. Tracy Forrest sent it to a bunch of us in an email right before the flight launched and I think his words were, “You can waste a lot of time trying to master this one!!” I have to say it’s REALLY close to the real thing! Docking approaches are not at all like flying an airplane, but this simulation is very realistic. It takes me back to my three dockings with the Russian *Mir* space station. Our 25th anniversary of the first *Mir* docking just passed on June 29, coincidentally my birthday...my how time flies.

If you’d like any tips on how to make the docking sim work, let me know. Tracy, thanks for sharing! And Miller, you don’t now get to say, “He’s an Astronaut”!

A few photos from that docking 25 years ago.



Regaining Proficiency After A Layoff

A lot of us have seen our flying hours dwindle since COVID-19 hit us in March. As we start to return to the cockpit, we need to think about how to check our readiness to fly and regain proficiency. We’ll be putting together a podcast with some tips for you on this very topic in

the near future, but I'd like to introduce some thoughts here.

I went through a similar drought many years ago when flying T-38's for the Air Force. When I got back in the aircraft after several months away on a special assignment, everything felt familiar. I thought no problem, I got this. It wasn't until on downwind for an overhead pattern, after missing to calculate final approach airspeeds, that I realized my comfort with the aircraft masked a significant loss of "muscle memory" and "checklist flow" habit patterns. I didn't notice what I'd forgotten until I actually forgot it! So, I've used that lesson recently to fly my Citation on some local flights at my home airport to ensure I'm proficient. I revisited Neil Singer's "What Good Looks Like" video on "Ready for Recurrent," and have flown a full recurrent check ride profile in my aircraft a few times.

The exercise of flying the check ride profile proved pretty revealing. I discovered similar issues as my T-38 experience years ago. Inbound to the FAF on an LPV approach, I forgot to set VNAV and as a result, had to scramble near the FAF to ensure I'd get a Glide Path armed indication. Another example: I hit B/C when I wanted FLC on my Autopilot control panel and had to waste a lot of brain cells figuring out why the Scoreboard didn't respond correctly...loss of muscle memory!

The profile I have flown several times now out of Ogden Airport makes my wife wonder why I'm not dizzy when I come home. She sees a bunch of circles on the FlightAware tracking page and thinks I've lost my marbles. But in reality, I've learned a lot from this profile: Depart to the north for area work, steep turns, stalls (clean takeoff configuration and landing configuration). Then holding pattern entries and exits, and a number of approaches flown manually and on autopilot, two precision, two non-precision, missed approaches (including single engine), and circling approaches - just like on our 61.58 check ride in the simulator. The missed approaches were particularly revealing of the rust that had formed. Here are the takeaways:

This profile really helped regain proficiency. It also reminded me that we strive for a balance between in-aircraft and in-simulator training. This profile in the aircraft proved valuable enough that we are going to add it to the list of extra training that qualifies for the Gold Standard. If you document flying a practice check ride profile in your aircraft, we will count that towards earning the award. It also is a fabulous way to prepare for your annual 61.58. I am way up on the proficiency curve for the check ride profile now, which may be the best way for any of us to prep for going to our recurrent simulator. Watch Neil's "Ready for Recurrent" video, go fly the check ride profile in the aircraft, go to the simulator, done!

Update: CJP's Flight Operations Quality Assurance (FOQA) Initiative

There's yet another takeaway I've learned from this check ride profile exercise, and it has to do with our FOQA initiative. We have made a great deal of progress towards establishing a capability our members can participate in by having flight data aggregated for trend analysis. We currently have a group of member pilots participating in a Beta test that transmits flight data for analysis and trend monitoring. I have been part of this group (we have 11 pilots in the test) and have configured my aircraft with an Air Sync device that automatically uploads my flight data to Cloud Ahoy after I land.

They perform an analysis that gives me a quick feedback score relative to how my flight adhered to our SOPs. The data also goes into an aggregated pool that is "anonymized" with all the other aircraft flights to gather trends. Using the check ride profile exercises our FOQA system completely, and allows me to go back and dissect the elements of the check ride. The maneuver scoring output from Cloud Ahoy (tailored to our CJP SOPs) shows just how ready I am for that 61.58 check ride. We will share some greater detail on this progress in our "Flying Sloppy" podcast that David Miller is producing, which will air in the next few weeks. Don't miss it. Also, have a look at our last "Right Seat" issue for a more detailed overview of FOQA.

A Look Back At Our Accident/Incident History

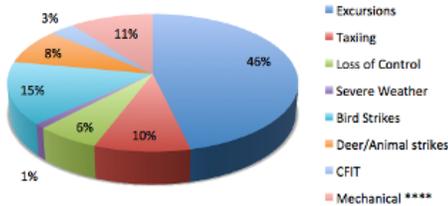
So why is FOQA data important, and how can it help us? It goes without saying that we have an insurance premium issue. It is also evident that any FOQA data that demonstrates we (CJP pilots collectively) are a lower-risk pool than other pilot groups will benefit our wallets. But beyond the direct financial benefit, there is linkage to our accident and incident history that FOQA data monitoring will reveal where we need to focus on driving the occurrence rates down.

With the help of our Textron OEM partner, we have assembled the history of our 525 and 510 aircraft fleet over the past 11 years - essentially over the timeframe that CJP has existed. The pie chart below says a lot about where we need to focus our safety efforts.

Accident/Incident Statistics

For the Period 2008 through first quarter 2020

All Citation 525's Summary

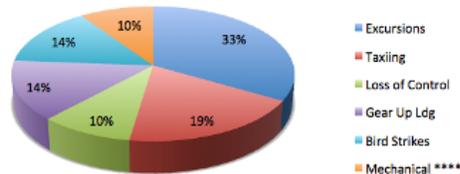


2020: 19% of all 525's built are member owned

Total by Type	Members	Members % of Total
All =	95	14
Excursions =	44	5
LOC =	6	3
Fatalities =	23	8
Injuries =	14	1

No 525 LOCs or fatalities or injuries among members since 2016 when CJP Safety Committee was formed

All Citation 510 Summary



2020: 41% of all Mustangs built are member owned

Total by Type	Members	Members % of Total
All =	21	9
Excursions =	7	4
Gear Up =	3	2
Fatalities =	4	0
Injuries =	2	0

No 510 fatalities or injuries among members since Mustang was introduced. Fatalities are also non-US

Looking at the chart, it's obvious that runway excursions are our most significant challenge as they encompass nearly half of all 525 accidents and a third of all 510 accidents. Ensuring the runway conditions can support our landing (length, contamination, etc.) is one factor, but also flying to achieve a stable approach, achieving Vref at 50 ft at the threshold, and performing a touchdown in the proper touchdown zone all increase the odds we'll not experience an overrun. I invite you to take a look at Neil Singer's recent podcasts on Runway Performance (<https://youtu.be/QnijnFddBl8>). In particular, the eye-opening analysis he performed on the runway at 18AZ (Skyranch Carefree Airport in Scottsdale, Arizona). Check it out. It's REALLY worth your time...you'll be surprised at the results of his analysis.

From an underwriter's perspective, there is an acknowledgement that the "big accidents" (LOC, multiple fatalities) are becoming a smaller proportion of our issues. But when you look at 11 or 12 excursions per year with hull values averaging \$5 million or so, you can see the pressure it puts on them to cover us. FOQA will help us show that we are indeed a lower-risk pool of pilots they want to underwrite at a better rate. The pie charts show the Members as a percentage of the total in each category of accident and incident.

COVID-19 Leads to Special Offering from the Flight Safety Foundation

The email following my column was forwarded to us by our colleagues at the Flight Safety Foundation. For those of you who are not familiar with that organization, they have been supporting business and airline flight operations safety for many years. They were involved in creating the criteria for the stabilized approach standards that we all use today. They have an abundance of information and good training material for your use that would normally require a significant membership fee. But due to COVID-19, they have decided to make memberships free of charge through the remainder of this year. Use the links in the email below to sign up, check out the info on their website and add to your professional pilot reading list.

<https://community.flightsafety.org/memberjoin>

Safety Webpage Overhaul

Please check out the work we've done to overhaul our Safety page on the CJP website. There is now an easier navigation scheme to all sorts of good information on flying your jet safely. Over time we'll populate the site with information that makes this your go-to for any questions you have, including summaries from our better blogs that discuss technical issues with our aircraft operations.

Gold Standard Safety Award Extension Period

Recently, the Safety Committee met to discuss several issues related to COVID-19 impacts and decided to extend the period and deadline for Gold Standard Safety Award applications this year by two months. The application with criteria and deadlines can be found at the below link.

<https://www.citationjetpilots.com/safety/goldstandard>

The CJP Gold Standard Safety Award will be awarded at the CJP convention every year. A committee will review all of the applicants to make sure that they meet the criteria listed on the application. The applicant must provide proof of completion for the following training:

- 100 PIC multi-engine turbine hours between August 1, 2019 and September 30, 2020.
- Agreement to read and incorporate the CJP Standard Operating Practices (SOPs) into your flying.
- A 61.58 check at a Part 142 simulator training provider between August 1, 2019 and September 30, 2020.
- A second 61.58 at a Part 142 simulator training provider or six (6) hours of Citation DUAL instruction in an aircraft or simulator between August 1, 2019 and September 30, 2020.
- Additional enrichment training between August 1, 2019 and September 30, 2020.

The application can be downloaded here

(https://www.citationjetpilots.com/documents/safety/safety_award_2020.pdf) and will need to be submitted with supporting documents to safety@citationjetpilots.com by October 6, 2020.

Fly safe!

Charlie



Dear Aviation Professional,

Throughout the COVID-19 pandemic, Flight Safety Foundation has been working with our members, advisory committees and other experts to develop a series of tools for use by safety and aviation professionals in their work and personal lives as they navigate the current environment. It has never been more critical to bring together the world's aviation community for the protection of our people and our operations. The Foundation's COVID-19 resources, which are being continuously updated, are available to all industry stakeholders and public in our [COVID-19 Resource Center](#).

However, during this time of crisis, we want to do more. Whether you have been adversely impacted or disconnected by current circumstances or are part of the broader global community wanting access to our materials, **the Foundation will be making all of its safety resources and information available on a complimentary basis to anyone who is not currently a member on their own or through their organization.** It is our belief that no aviation professional should be left behind or forgotten.

Since 1947, Flight Safety Foundation has served as the leading voice for aviation safety. The Foundation has played a continuous, significant role in developing critical aviation safety enhancements, from anti-collision lights and airborne weather radar to international medical standards for pilots and air traffic controllers, to approach and landing accident reduction strategies and tools.

This offer provides you:

- full access to Foundation publications and media on its website, including members-only safety information affecting the international aviation industry.
- a forum for safety standards and guidance as the Foundation works with regulators, government agencies and stakeholders around the world to influence flight safety across the entire industry.
- the opportunity to provide input through committee or work group participation on safety agendas and other work of FSF.

To gain access to complimentary Foundation resources through the end of the year, please complete the [online application](#), select Individual Membership as your membership category, and enter discount code **COVID** where prompted. If you have any questions about enrolling, please contact Louise Martin, vice president of membership, at martin@flightsafety.org.

Sincerely,

Hassan Shahidi

Hassan Shahidi
President and CEO



Safety Program Update

by David Miller, Director of Programs and Safety Education

From the guy who has an unwanted brother...

A lot has been happening at CJP while our airplanes have been sitting.



- The AVIAA insurance program is up and running. It is aligned with our Gold Standard Safety Program and offers another resource for our members in today's challenging insurance market. More information is available on our "Member Benefits" page under the "About CJP" banner. You can also find discussions in the "Insurance" forum.
- Our "What Good Looks Like" video series is now linked directly on FlightSafety's "Flight Bag" app. You can click on the links in the app to view the videos. They are a great way to prepare for training.
- The shooting of our new 2020 videos began this month at FlightSafety Textron Aviation Training (FSTAT) in Wichita. Look for new topics including some events that happened to our own members.
- eLearning online ground school for Mustang, M2, 3+ CJ3 and CJ4 are now available from FSTAT at most U.S. training centers.
- Silver Partner, Flight Research, broadcast several live training events on upset recovery recently.
- We continue to add e-learning material on our Member Benefits page.
- We premiered our new "Safety Video Podcasts" during the COVID-19 outbreak to bring you in-depth information on operations and safety topics. Starting in July, look for a roundtable discussion with Charlie Precourt, Neil Singer and myself, where we take a "deeper dive" into CJP SOP's and offer useful tips for your flying.

Our convention planning continues non-stop with new presentations led by Safety Committee Chairman, Charlie Precourt, and Safety Consultant, Neil Singer. If you have not attended our annual convention, make sure this October event is on your calendar.



Randy and Cindy Broiles in ICT for shooting of a "What Good Looks Like" video.
