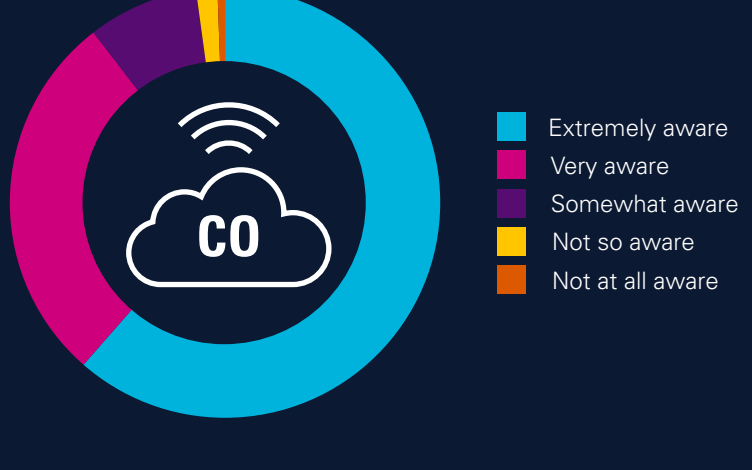


CARBON MONOXIDE DETECTION

PILOT SURVEY FINDINGS SUMMARY (600 respondents to the survey)

The majority (over **90%**) of respondents are aware of the benefits associated with carrying an active carbon monoxide detector. Furthermore, two-thirds of those who responded already fly with an active carbon monoxide detector.



Q3

About **60%** of aircraft in the survey have a 'Certificate of Airworthiness' and **40%** hold a 'Permit to Fly'.



The five most represented aircraft manufacturers were:



The five most represented aircraft types were:



Half of those who participated in the survey fly with an active CO detector. The three most popular CO detector brands were:



Word cloud results:



Q6

Whilst flying, the majority of pilots keep their CO detector either in the centre console, the rear of the cabin (behind seats), or on the instrument panel.



Q7

Over **50%** of respondents attach their CO detector to the aircraft interior using velcro/clip/tape. About **20%** of respondents do not permanently attach the detector and instead keep it loose.



Q8

Only about **10%** of pilots using an active CO detector have experienced distraction or inaudibility. The vast majority (about **85%**) have had no potential flight safety issues when flying with an active CO detector.



Q9

Approximately **67%** of respondents have had no alerts from their active CO detector since using it and about **20%** have had 1-3 alerts. A small number of pilots reported more frequent alerts, almost always on the ground.



Q10

Of those with detectors able to store peak CO levels, **90%** had a peak CO reading between 0-100 ppm.



Q11

Almost **40%** of respondents provided additional comments, which included very valuable insights. Of particular note were:

The number of people who expressed that they would not fly without an active CO detector.

The drawbacks of passive 'spot' detectors.

Several examples of pilots who had been alerted by their detector to cracked exhausts, allowing them to take immediate action.

The effect of sun/heat exposure when detectors are left in the aircraft (often results in spurious alarms).

The high number of alerts that take place on the ground.

Whether CO detectors offer much benefit for some aircraft e.g. those with rear mounted (pusher) engines, or open-cockpits.