

FLYING WITH AN ACTIVE CO DETECTOR 2023 GA PILOT SURVEY



630 RESPONSES ON FLYING WITH AN ACTIVE CARBON MONOXIDE DETECTOR.

Over 90% of respondents reported being either extremely aware or very aware of the benefits associated with flying with an active carbon monoxide (CO) detector.

Approximately **75% of respondents** fly with an active CO detector, which is about 10% higher than the 2021 survey. **93% of respondents** reported flying with some form of CO detector.

Of those who fly with a passive CO detector, **over 75% indicated** that they would be willing to replace their device with an active CO detector.



Active CO Detectors in Club Aircraft

Several pilots indicated that they fly club aircraft and therefore the decision to have an active CO detector in the aircraft is not in their hands. Club owners are strongly encouraged to fit active CO detectors to their fleet. However, pilots can choose to carry portable devices to avoid relying on others for CO protection.



GA Aircraft Types

Approximately **40%** indicated there are no GA aircraft types that are less susceptible to CO due to their configuration. **About 37%** believe open cockpit aircraft are less likely to be affected by CO and **about 13% consider** aircraft with no cabin heat and engines mounted behind/above the pilot to be less vulnerable.



Flying with Passengers

92% of respondents agreed it is important to have an active CO detector on board when flying with passengers given the fact that not all GA participants will understand the risk posed by CO when flying in piston engine aircraft.



Additional Comments

Almost 40% of respondents provided additional comments, some of which are summarised below:

Many respondents believe active CO detectors ought to be mandatory but recognise that cost is a factor.

Similar to the 2021 survey responses, we received multiple examples of pilots being alerted by their active CO detector to exhaust system faults before symptoms were noticed.

Following multiple requests the CAA has published [information](#) on the five most popular active CO detector models used in the 12-month trial. Additional information/guidance on this topic may be published in the future.

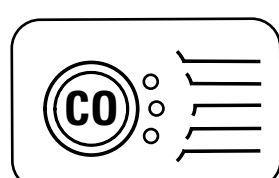
Several comments called for information to be made available on CO concentration/exposure levels and the associated symptoms. The CAA has published this information in a table in the 'CO Poisoning Signs & Symptoms' section of [CAP 2560](#).

Some called for guidance on the actions pilots should take if they experience mild CO poisoning symptoms or receive an alert due to high CO levels. This information can be found in Safety Notice [SN-2020/003](#).

Several commented on the lack of guidance on where to position an active CO detector in cockpits. The CAA has information on this topic in the 'Detector Location' section of [CAP 2560](#).

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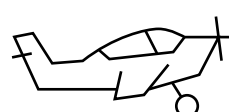
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