

**- A New Way of Operating –
Achieving Greater Efficiency of Utilisation of the FAAM BAe146-301.**

Introduction

Scientific flying with the FAAM BAe146 started in 2004 and has proven extremely successful with much valued data being gathered.

The Operations Committee believe that the time is right for us to take stock of how we utilise the aircraft and invite all key stakeholders to help us review utilisation.

Currently flying consists of foreign and UK detachments and Cranfield based flying. During detachments the aircraft has a stable instrument fit and flies dedicated sorties often operating with 24/7 flying opportunities. Cranfield flying is restricted primarily to daylight and weekday flying only but allows a wide base of users to have access to the aircraft to study local UK weather phenomena that are often more transient than those studied during foreign detachments. Detachment flying is more expensive as additional costs are incurred with the range of superstructure costs and puts a certain strain on staffing. Cranfield flying is cheaper but often results in many staff being on “stand by” to fly over an extended period.

Your Input is Sought

So what about the future? The Operations Committee does not want to apply any bias to the stakeholders input but you may like to consider answers to the following questions:

1. Is the current balance of flying between Cranfield and Detachment appropriate?
2. What do you consider to be the main advantages and disadvantages of Cranfield and detachment based flying?
3. What do you consider to be the major benefits and problems with the current mode of utilisation of the BAe146?
4. What would be your optimum balance of detachment and Cranfield flying?
5. How much dedicated down time should there be during the year for instrument calibrations, development and aircraft work e.g. servicing, role changes, development plans?
6. How can we better utilise Mondays when flying out of Cranfield (historically they are the least used day)?
7. Should we be trying to utilise weekends at Cranfield ? – for example for flight planning purposes flying on a Saturday is fairly easy
8. If more detachments were suggested; as a stake holder what level of activity could you support?
9. Scientific papers are a key index of our success – how many papers have you submitted resulting from detachment flying and how many from ad-hoc Cranfield flying?
10. What are your main constraints on operations over a calendar year? – For example if the number of flying months per year was decreased but the intensity of flying increased during this time.

Time scale

The Operations Committee would like to review your input at its next meeting in September. In order to do this we ask that your stake holders contribution is submitted to Guy Gratton by the 10th July 2009.