

Quick Air Jet Charter

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Credits: Quick Air Jet Charter

[Quick Air Jet Charter](#) GmbH is a company that has mainly focused on air ambulance flights ever since it was established back in 1992 at the Cologne Bonn International Airport. Since then, the company has grown significantly, and in 2018 they started a fleet renewal process to satisfy the ever-growing number of requirements that needed to be met to deliver such a particular and vital service. As a result, they added three modern and efficient Learjet 45 XR aircraft that add up to the three Learjet 55, three Learjet 35 and the Learjet 36 that were already part of the fleet, enabling Quick Air to deliver the service they envisioned, including the transport of adult, children and neonatal critical care patients on long-range intercontinental flights.

Air ambulance is a demanding service to deliver; there is no time for mistakes, and every process must be optimised to ensure no time is wasted while a patient is waiting. This is taken very seriously at Quick Air. Their professionals receive training by performing flight and fuel planning, overflight and landing permit requests, handling requests, security checks, weather forecasts, etc., at an extremely high pace to ensure the complete operation is performed as safely and quickly as possible. Moreover, having a proper, efficient and reliable approach procedure as LPV available at the destination airport and on-board is crucial to increase the chances of landing at the desired location and time, despite weather conditions. This is one of the reasons why this company chose to incorporate the LPV capability on their new Learjet 45XR. After assessing the great benefits of this capability, Quick Air requested ESSP a free-of-charge Traffic

Assessment, analysing the possibilities of implementing LPV in the remaining fleet and its actual benefits based on their European destinations and the number of flights to each of these destinations. Referring to the [STC/SB](#) Tool published on the EGNOS User Support Website, it appears that the Learjet 35 also has an LPV solution available on the market. Therefore, the study was conducted for both the Learjet 35 and the Learjet 45XR. The results were outstanding, and amongst the best cases ESSP has ever studied:

In light of these figures, Quick Air is looking forward to implementing LPV on the rest of their fleet and flying to a growing number of LPV destinations which are expected to be published shortly.

Gerald Kleindienst, NPFO at Quick Air Jet Charter, said: “We see a clear advantage in LPV approaches enabling us to access minor airports with difficult territorial conditions, which in the past could have only been approached via visual or NDB approach, requiring a much higher ceiling and visibility. In fact, concerning this matter, ILS is a great improvement, but due to the position of the ground stations, the displays are prone to interferences. Therefore, LPV as a satellite-based system shows much higher stability.

In addition, LPV significantly lowers the workload for pilots, as it rarely remains necessary to change the NAV sources between en-route, approach and missed approach. At Quick Air, 80% of our approaches are LPVs because pilots love them.”