

Top Safety Issues

2017 Results:

ASN Link to 2017 Fatal Accident Results: <https://news.aviation-safety.net/2017/12/30/preliminary-asn-data-show-2017-safest-year-aviation-history/>

No significant changes to the 2018 Top Safety List based on

- Top accident categories have not changed
- CFIT/LOC-I/Runway Safety(ALAR) potentially in 7 of 10 fatal 2017 events
- Cargo Operations accounted for 5 of the 10 events
- No known data to cause any change to ranking

There is evidence that we are seeing a plateau in safety performance

- 5 year fatal airliner accident rate at 1.5 (<1.4? for 2018) per million flights
- Trend lines are showing non linear progress and flattening.
- Many countries are going years between fatal accidents for certain sectors of industry
- 5 year accident rate could be 15.5 per million flights but is already flat according to ICAO stats
- Non airliner events may not be improving.

We must expand the data analysis reach deeper in data sets at all levels

- Single fatal events may no longer represent the risk issues of the general population, therefore accident investigations and recommendations will have less influence on safety
- At some point we will speak in terms of years between accidents. Therefore the current risk status cant be stated by describing recent accident events

Potential Conclusions:

Need more incident summary analysis from worldwide organizations setting mandatory reporting requirements.

Need to continue to expand our work with GSIP for the exchange of information between government surveillance, audit programs, and SMS systems of the service providers. Where are the weaknesses connected to real risk?

We may need to make special emphasis about approach and landing / go around decision making events to show risk connections to our go around decision making study

We need to quantify the emerging issues and other non fatal accident events by some form of risk (injury or harm / million operations) in order to speak better about its potential impact.

At our conferences and seminars – we could insist that speakers frame the content of their presentations towards the actual potential risk reductions. What percentage of operations?, what reduction in risk is hoped to be achieved?, how many years between events are we moving from and to? how can this be measured and information exchanged in the future?