



ASSEMBLY — 36TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other safety matters

CRITERIA OF THE FLIGHT SAFETY LEVEL ASSESSMENT

(Presented by the Interstate Aviation Committee²)

EXECUTIVE SUMMARY

This working paper considers the issue of the criteria of the flight safety level assessment.

Action: The Assembly is invited consider the establishment of a working group of experts to develop new modern methods and criteria for the flight safety level assessment.

1. INTRODUCTION

1.1 The existing criteria (indices) of the flight safety assessment, including absolute (the number of aircraft accidents or fatal accidents) as well as relative criteria (the number of aircraft accidents or fatal accidents in relation to the volume of flight activity: flight hours, number of flights, number of passengers carried, mileage, etc.), which are used in the official documents of ICAO and other international civil aviation organizations or certain airlines, are not universal in full measure and cannot objectively assess the state of flight safety in individual States as well as in the regions of the world.

2. DESCRIPTION OF THE PROBLEM

2.1 Incorrect and circulated in the mass media interpretation of some results of the analysis may, in a number of cases, be used for the purposes of unfair competition and to the detriment of individual States or airlines.

¹ English and Russian version provided by the Interstate Aviation Committee.

² Interstate Aviation Committee (IAC) is the executive body of the interstate Agreement on Civil Aviation and Airspace Use (international agreement, participants of which include Azerbaijan Republic, Republic of Armenia, Republic of Belarus, Georgia, Republic of Kazakhstan, Kyrgyz Republic, Republic of Moldova, the Russian Federation, Republic of Tajikistan, Turkmenistan, the Ukraine, Republic of Uzbekistan).

3. WAYS OF SOLVING THE PROBLEM

3.1 It is necessary to also work out approaches to the flight safety level assessment, based on the account of not only actual, but also the potential danger of aircraft accidents. For example, it is possible to apply the approach of using a generalized criterion, taking into account the aircraft passenger capacity and passenger survival rate in aircraft accidents. This is particularly important while carrying out a comparative analysis of the flight safety level that includes wide-body aircraft with a large passenger capacity (airbus aircraft); the potential danger of accidents with which is considerably higher than that with aircraft having a low passenger capacity.

4. ACTION BY THE ASSEMBLY

4.1 The Assembly is invited to consider the establishment of a working group of experts to develop new modern methods and criteria for the flight safety level assessment which could be approved as Standards and applied in the flight safety comparative assessments.

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