

Commercial Aviation Safety Team

Working Together For Aviation Safety

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Fact Sheet

Aviation Group on Track to Meet Safety Goal

The aviation industry and federal government are investing in safety enhancements that may reduce the fatality risk in commercial air travel in the United States by 73 percent by 2007. Other activities and regulations, coupled with new aircraft, should bring a potential overall 79 percent fatality risk reduction by 2007.

The U.S. airline industry accident rate of 0.4 fatal accidents per million departures is already among the lowest in the world. That rate is much lower than the overall worldwide commercial aviation fatal accident rate of 0.73 fatal accidents per million departures.

Aviation safety experts from the Federal Aviation Administration (FAA) and industry have identified safety enhancements to reduce the leading causes of commercial aviation accidents in the United States. By implementing the 47 most promising of the enhancements, the experts believe they can reduce fatality risk of commercial air travel in the United States by 73 percent by 2007. Thirty-one safety enhancements have been completed and 16 are underway.

Safety Is Good Business

The 73 percent risk reduction is predicted to save the industry more than \$620 million *each year*. These savings are in cost avoidance (not profit), including loss of life, aircraft, devaluation of stock prices, insurance fees, and other indirect legal costs. The cost of these safety enhancements is projected to be only \$500 million, spread out over 10 years (1998 through 2007). The current accident cost per flight is approximately \$76. Implementation of the 47 safety enhancements is expected to reduce this cost by \$56 to \$20 per flight.

Background

The Commercial Aviation Safety Team (CAST) has developed an integrated, data driven strategy to reduce the commercial aviation fatality risk in the United States. A reduction in the worldwide accident rate is also a long-term goal of CAST.

CAST identifies precursors and contributing factors to ensure that resources address the most prevalent categories of accidents:

- controlled flight into terrain
- approach and landing accidents
- loss of control
- runway incursions
 - weather
 - turbulence
- icing
- cargo-related accidents
- maintenance
- mid-air collisions
- uncontained engine failures

How does it work?

CAST uses a disciplined, data driven, focused approach of:

- analysis of past accidents/incidents,
- identification of accident precursors,
- development of specific safety enhancements to address precursors and contributing factors,
- implementation of the safety enhancements,
- tracking implementation for effectiveness, and
- using knowledge gained to continually improve the aviation system.

CAST charters working groups for in-depth analysis of the top accident categories in commercial. Safety enhancements are then identified to reduce such accidents and prioritize and coordinate plans for implementing and, finally, monitoring actual effectiveness.

Senior-level safety officials from CAST organizations meet regularly. This group sets overall policy, and oversees the activities of the following working groups:

Joint Safety Analysis Teams (JSATs) perform data analyses.

JSATs perform in-depth analysis of a particular accident category. A JSAT examines the sequence of events leading up to each accident studied and then identifies ways to eliminate potential precursors and contributing factors. The intervention strategies are then evaluated for their potential effectiveness.

Joint Safety Implementation Teams (JSITs) develop safety enhancements.

JSITs determine the feasibility of the intervention strategies identified by the JSATs. Each JSIT then develops and recommends a detailed plan of action for industry and government to implement the recommended safety enhancements.

Joint Implementation Monitoring Data Analysis Team (JIMDAT) develops a master safety plan, measures effectiveness and identifies future areas of study.

The JIMDAT monitors the implementation of the safety enhancements, and suggests modifications and changes to CAST.

Global Strategy

Although most participants are from the United States, CAST promotes new government/industry safety initiatives throughout the world.

Aviation is an international business. Accident rates and causes vary by region and do not lend themselves to "cookie-cutter" solutions. With that in mind, CAST coordinates with the International Civil Aviation Organization (ICAO), Flight Safety Foundation (FSF), International Air Transport Association (IATA), European Joint Aviation Authorities (JAA), Transport Canada Civil Aviation (TCCA) and other organizations. CAST has established links to other safety initiatives, such as the European Joint Safety Strategy Initiative (JSSI), Pan American Aviation Safety Team (PAAST), ICAO Coordinated Development of Operational Safety and Continuing Airworthiness Program (COSCAP) initiatives, and other regional safety programs.

Who is CAST?

CAST is co-chaired by Captain Henry P. Krakowski, vice president – corporate safety, security & quality assurance, United Airlines and Peggy Gilligan, deputy associate administrator for the FAA’s Office of Aviation Safety.

Government CAST members

- European Airworthiness Authorities (JAA &EASA)
- FAA
- International Civil Aviation Organization (ICAO)
- National Aeronautics and Space Administration (NASA)
- Transport Canada Civil Aviation (TCCA)
- U.S. Department of Defense

Employee Group CAST members

- Air Line Pilots Association (ALPA)
- Allied Pilots Association (APA)
- Association of Professional Flight Attendants (APFA, representing all flight attendant organizations)
- International Federation of Air Line Pilots (IFALPA)
- National Air Traffic Controllers Association (NATCA)

Industry CAST members

- Aerospace Industries Association (AIA)
- Airbus
- Air Transport Association (ATA)
- Air Transport Association of Canada (ATAC)
- Association of Asia Pacific Airlines (AAPA)
- The Boeing Company
- Flight Safety Foundation (FSF)
- General Electric (representing all engine manufacturers)
- International Air Transport Association (IATA)
- National Air Carrier Association (NACA)
- Regional Airline Association (RAA)