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Aviation Accidents Statistics

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Aviation Accidents Statistics

People may manipulate statistics to make particular things appear better or worse than their actual presence in the conventional world. When aviation companies apply such a school of thought, the aim is often to make these companies look favorable to both clients and buyers. On the consumer side, such manipulative strategies are after duping the consumers that the airline in question is safer than the rest. On the other hand, plane manufacturers stand a chance to gain more proceeds by selling more planes to existing airlines. Thus, it is imperative to exercise caution when selecting the type of data to collect or gather and what to compare with. Still, all statistical data should be drawn through recording within a specified period (The Guardian, 2015). On the time frame aspect, federal regulation proposes a span of five to ten years.

Subsequently, exposure data represent one of the most significant denominators used to guarantee correct assessment of accident statistics for safety analysis. By definition, Statista (2020) regards exposure data as that which depicts all the information that shows the amount or quantity of opportunity for an event to happen. The typical application of exposure data is when used as denominator rates. In the analysis and comparison of commercial aviation carnage statistics, the latter rates could be aircraft accidents and mortality rate that occurred per one million departures (The Guardian, 2015).

Correspondingly, there certain clear limitations when analyzing and comparing accident statistics for commercial aviation. As hinted before, not all data is suitable for direct comparison with other data. This case holds water when it comes to accidents. That is, it is impossible to compare accidents transversely across the board of other accidents. Accidents in general aviation are incomparable to those occurring in established and major carriers or airliners. The latter premise holds water because established and leading airliners run a much higher frequency of

airplanes. Therefore, they have much higher landing and departure rates. These aspects are the two most critical flight conditions hence an attempt to compare two types of operations would yield imprecise and erroneous results of actual analysis.

Furthermore, major airliners and general aviation exhibit operations that are underscored by a different set of requirements. For instance, the requirements for FAA Part 121 and FAA Part 61 or 135 are different (Statista, 2020). The former airline operations have stringent and sterner obligations compared to the latter. This is because of the setting under which such airlifts get carried out. For instance, it is common knowledge that airline guidelines for FAA Part 121 fly typically larger aircraft. As a result, FAA Part 121 exhibits more critical and severe accident results (National transportation safety board, n.d). This is because it has more cargo, passengers among others. Based on this understanding, small and trivial issues that private aircrafts operation that fetch a single passenger do not factor could prevent FAA Part 121 categorized major airliner from taking off. This infers that if a statistical comparison is undertaken it would yield inaccurate results due to dissimilarity in the set of regulations applicable to the two operations. In actuality, this explanation represents a trivial example in aircraft accidents' statistical analysis and comparison.

In summation, the ability to understand that analysis and comparison of commercial aircraft accident statistics should be based on related statistics is the most vital aspect of consideration. Hence, a prime airliner's accident that cruises as pancontinental aircraft is incomparable to a mincer aircraft accident instigated by any circumstance. This is because the opportunities, as well as exposure data linking such accidents, would not be companionable with each other for contrast.

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