

# Fire & Cabin Safety –The Potential for Future Life Saving

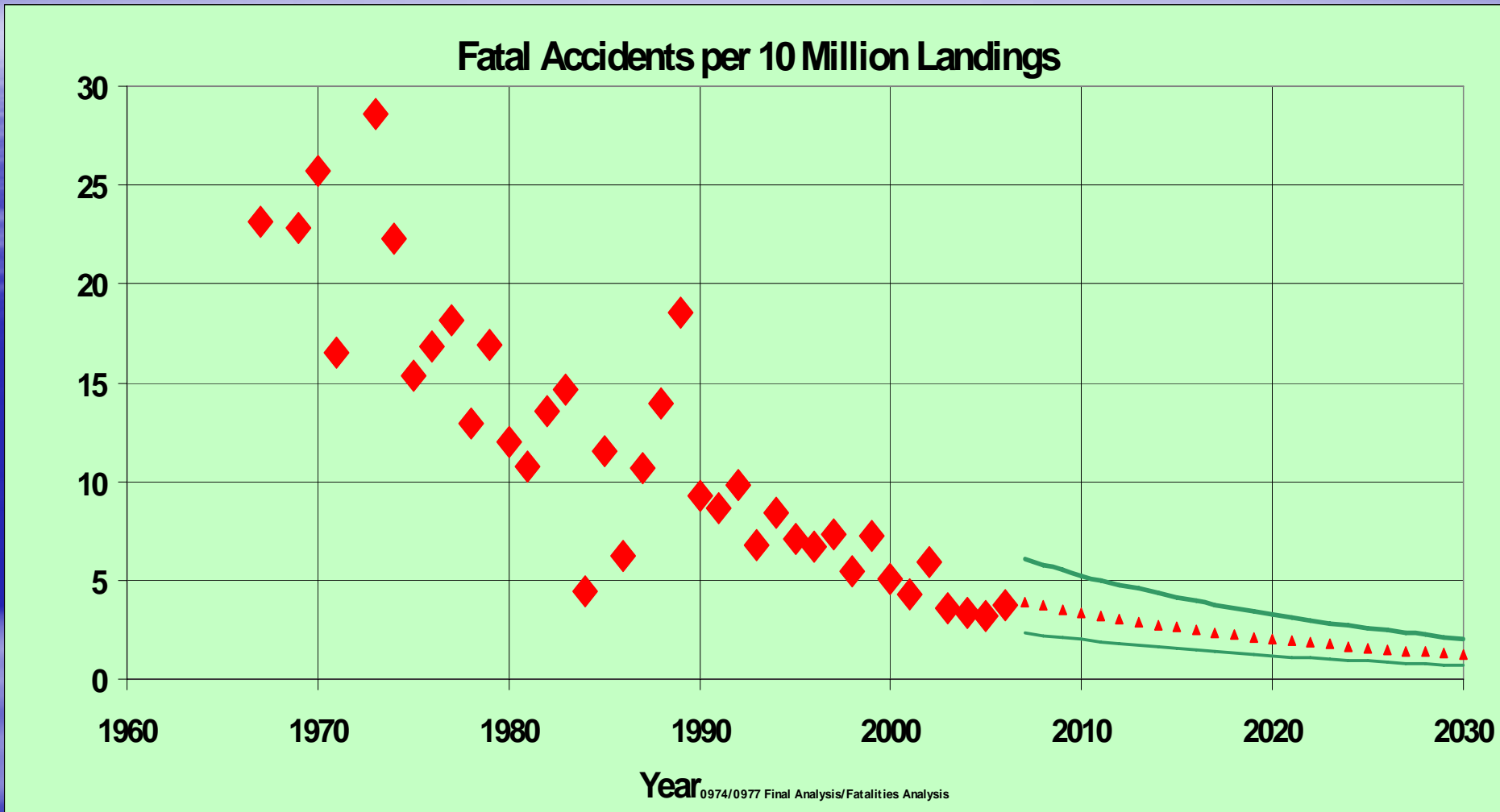
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“Verdict First, Sentence  
Afterwards!”

Queen of Hearts - Alice in  
Wonderland - Lewis Carroll

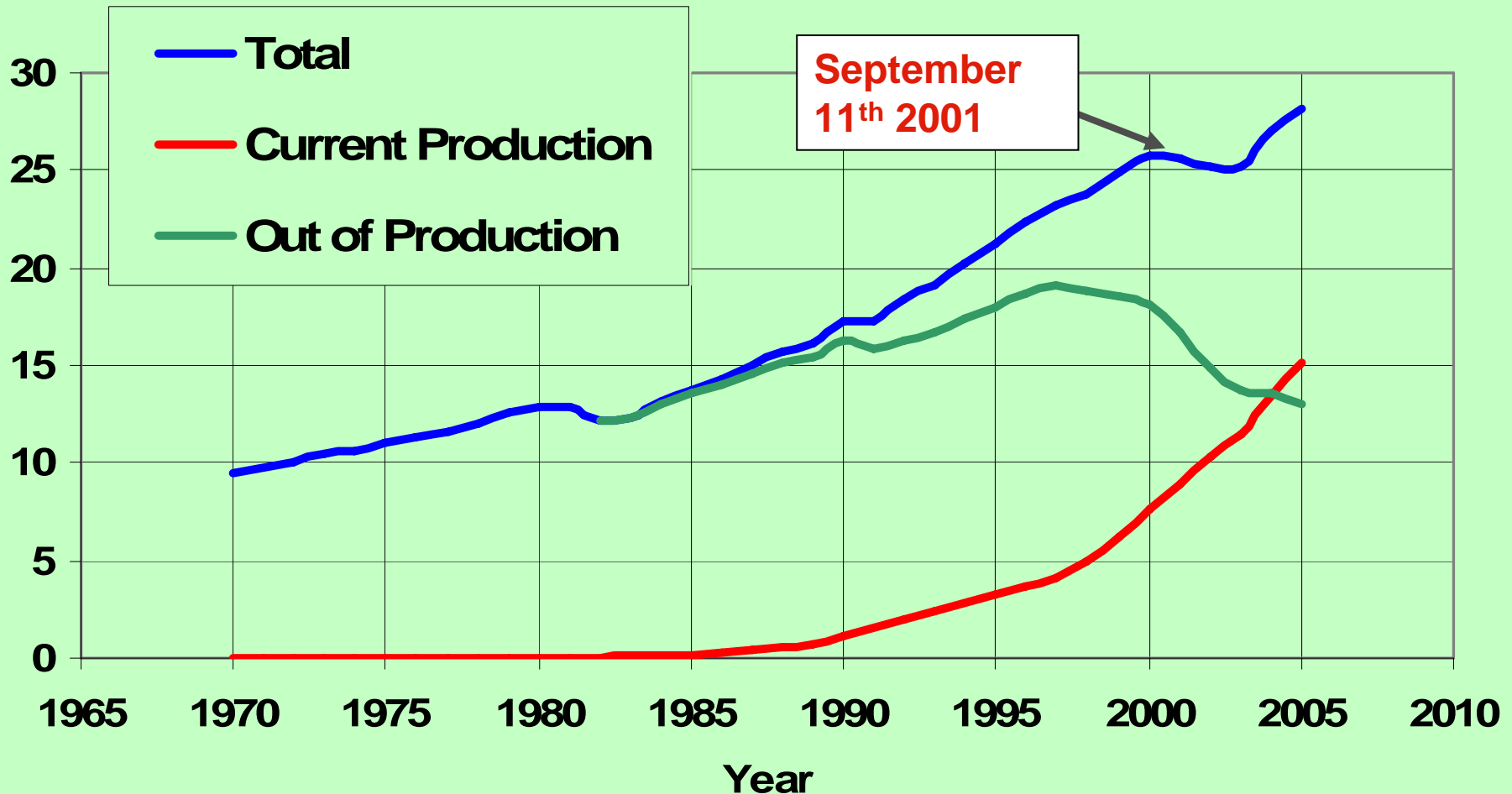
The Accident Record has  
improved markedly over recent  
years – but now is not the time to  
take our foot off the pedal.

# Fatal Accidents



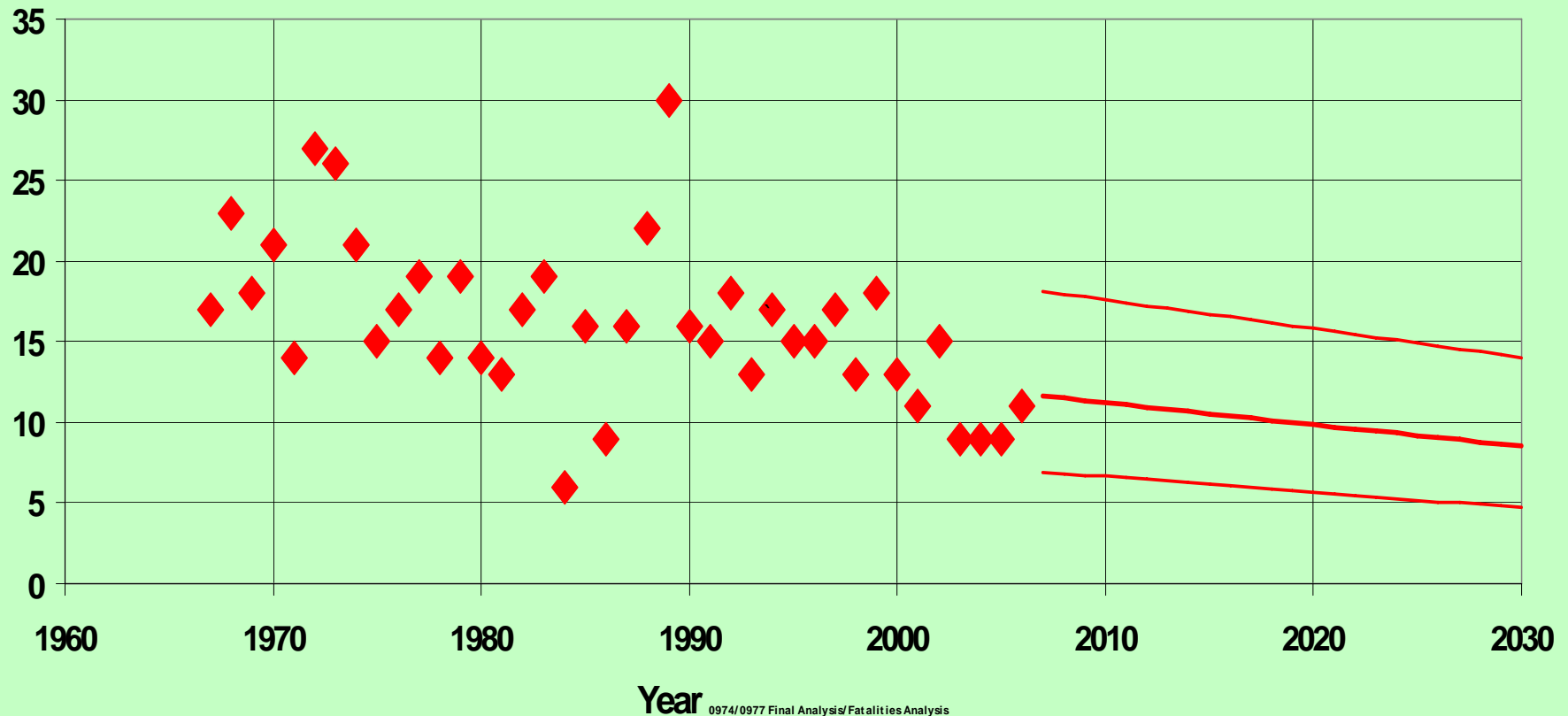
# Fatal Accidents

## World Fleet - Millions of Landings per year

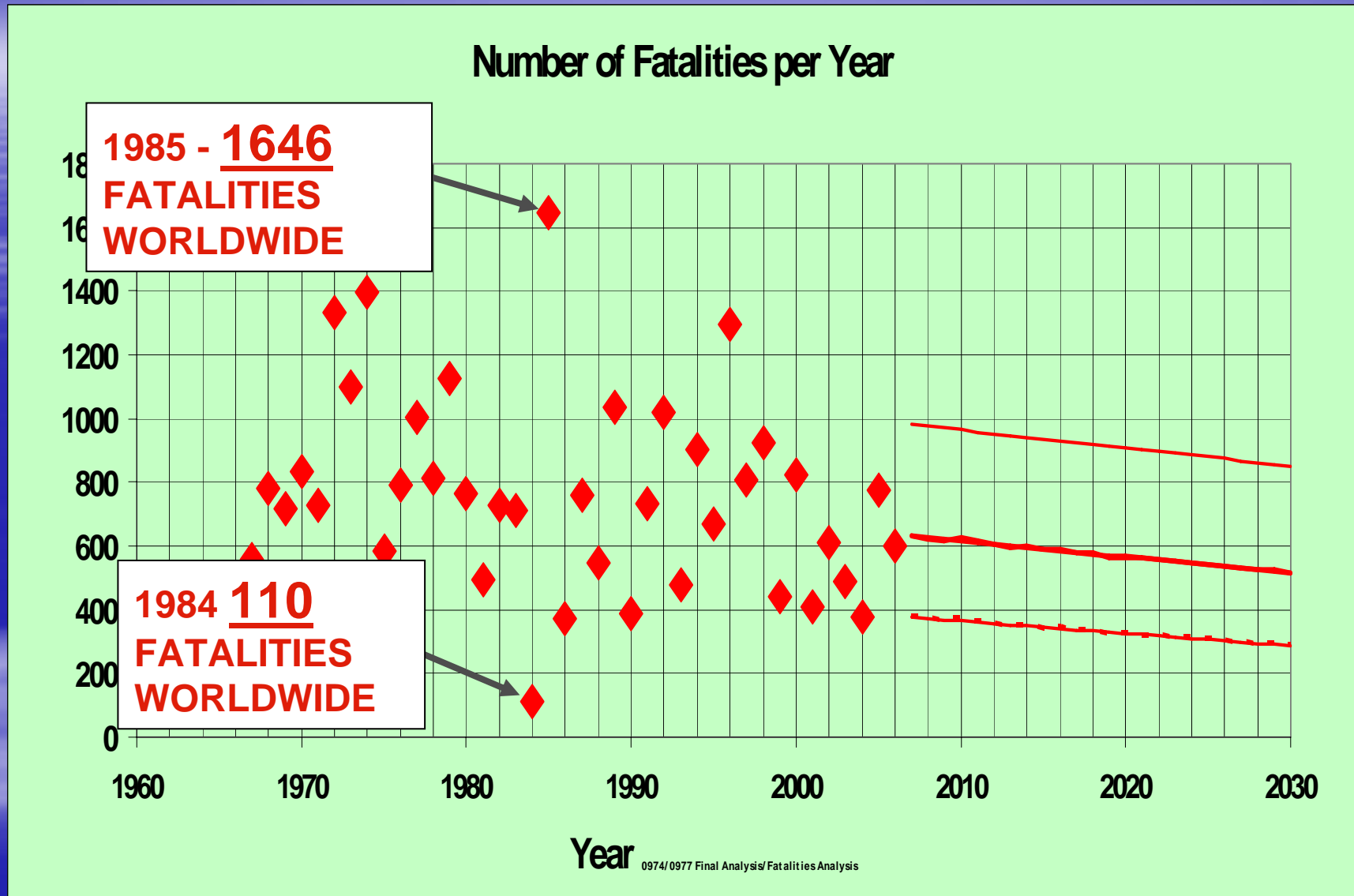


# Fatal Accidents

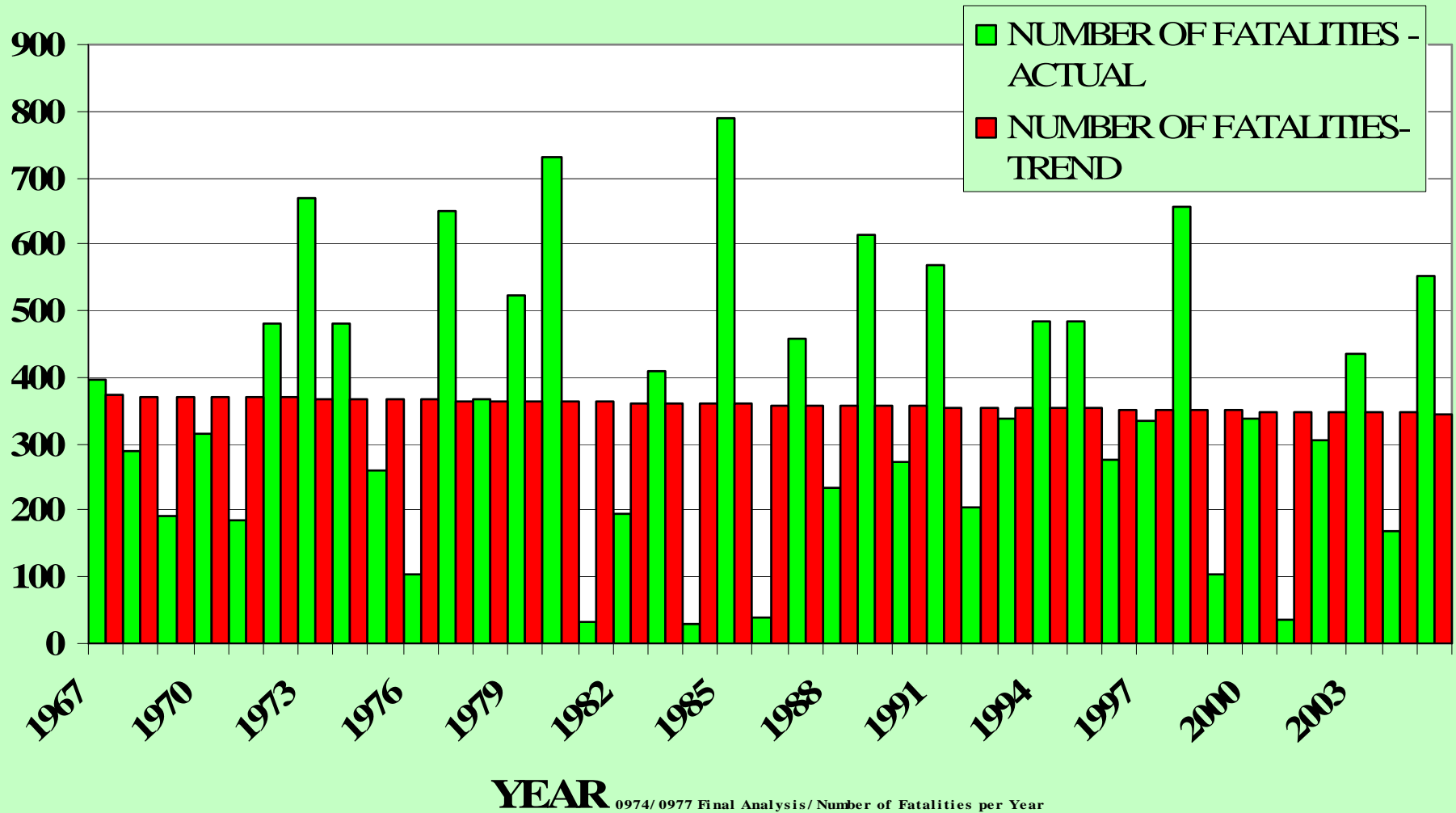
Number of Fatal Accidents per Year



# Number of Fatalities



# Number of Fatalities in Survivable & Fire Caused Accidents



YEAR 0974/0977 Final Analysis/ Number of Fatalities per Year

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Despite the significant improvements that have been made in the accident rate and occupant survivability the growth in air traffic has resulted in the number of fatalities in “Survivable and Fire Caused” accidents remaining at an almost constant level.



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The number of lives to be saved in this type of accident does not appear to have changed significantly over the past 40 years – it is still in the region of

350 to 400 per year.

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Two immediate questions arise  
from this:

1. Are the extrapolations of  
future safety levels  
correct?
2. Is this an acceptable level  
of safety?

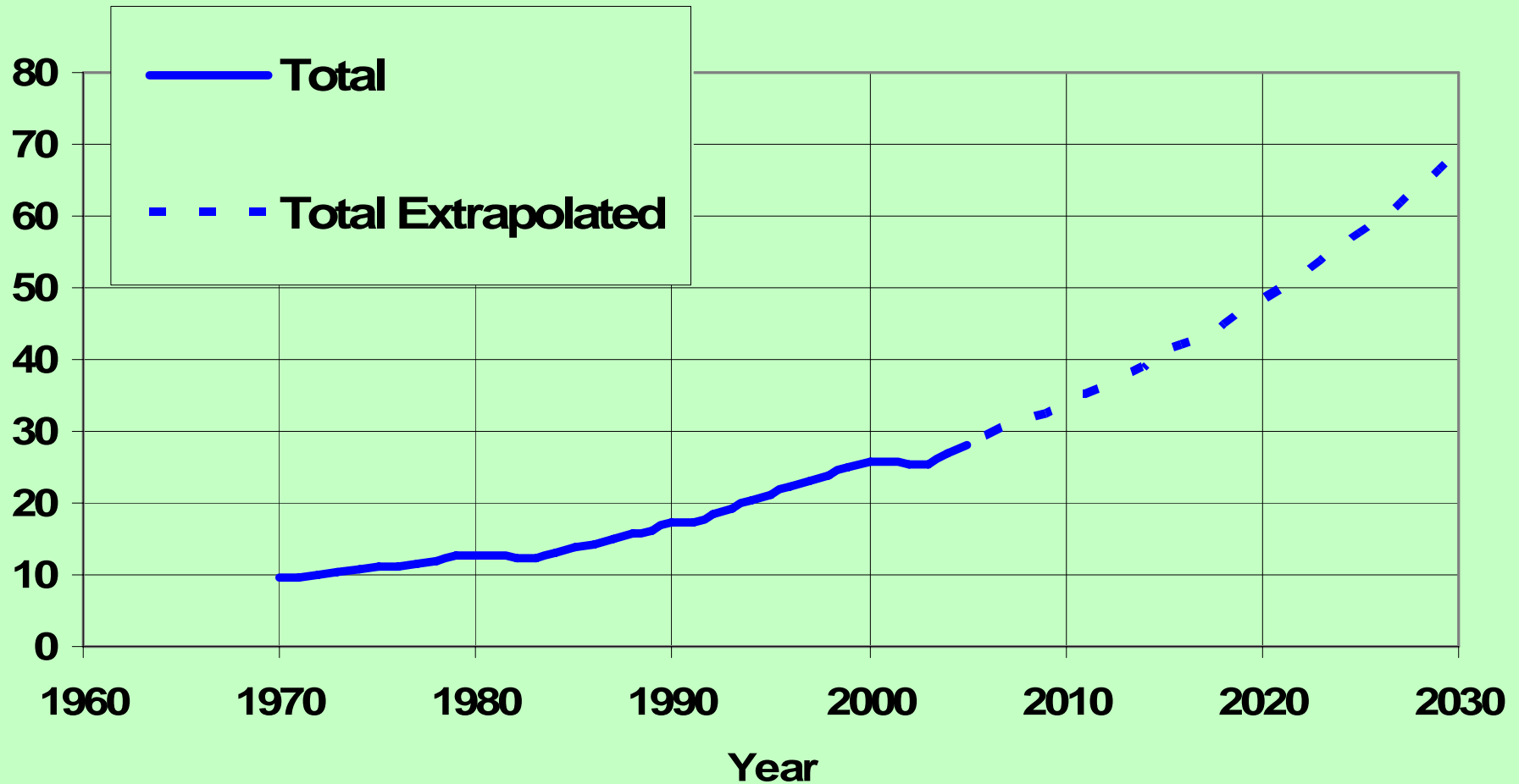
# Fire & Cabin Safety –The Potential for Future Life Saving

*1. Are the extrapolations of future safety levels correct?*

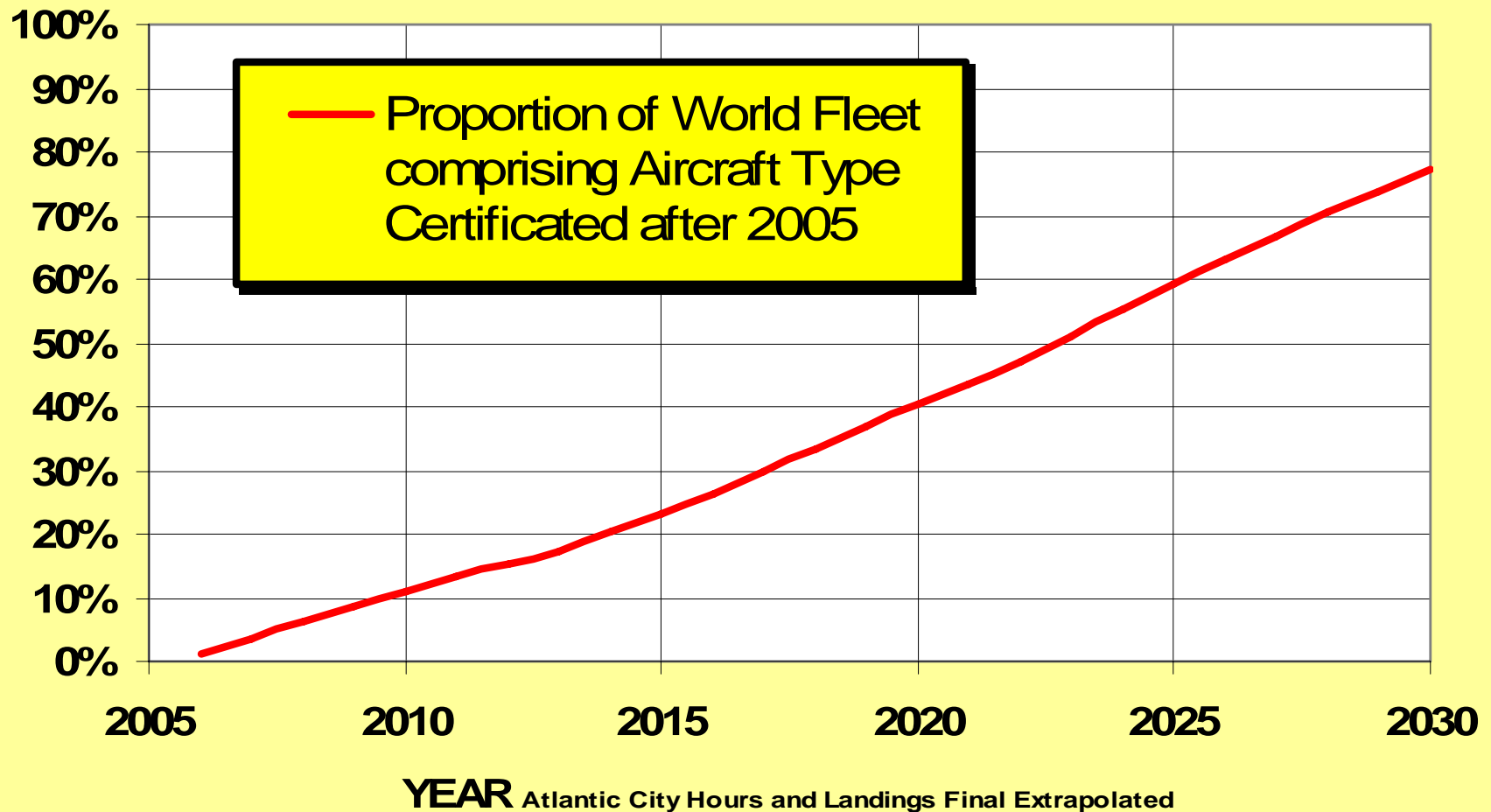
Our conclusions are that these may be considered to be reasonable estimates but should be treated with some degree of caution.

# Flights per Year

**World Fleet - Millions of Landings per year**



# Change in Aircraft Types



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*2. Is this an acceptable  
level of safety?*

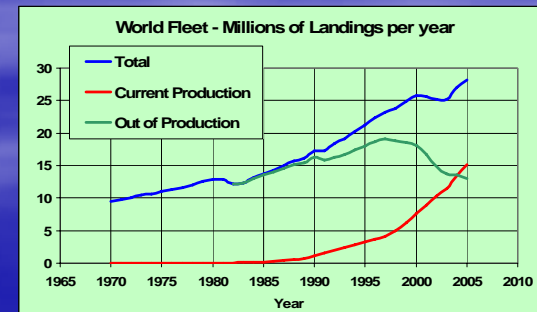


# Fire & Cabin Safety –The Potential for Future Life Saving

*As well as the obvious ethical reasons for improving safety the economic reasons for reducing the number of accidents is compelling.*

# Fire & Cabin Safety –The Potential for Future Life Saving PUBLIC PERCEPTION

*The loss of life on aeroplane accidents results in an adverse effect on public perception of aircraft safety with a consequentially detrimental effect on the economics of aircraft travel.*





# **Report for Congress-The Economic Effects of 9/11: A Retrospective Assessment September 27, 2002**

At the time of 9/11, the industry was already in financial trouble due to the recession. 9/11 severely compounded the industry's financial problem. Even though the federal government quickly responded with an aid package that gave the airlines access to up to \$15 billion (consisting of \$5 billion in short-term assistance and \$10 billion in loan guarantees), it is by no means certain that the industry will not have to undergo a major reorganization typified by U.S. Airways filing for Chapter 11 bankruptcy and United suggesting that it may take a similar course of action.

# Fire & Cabin Safety –The Potential for Future Life Saving CONCLUSION

*In order to combat the existing threats and those that as yet are unforeseen it is imperative that the industry continues with their proactive approach in tackling safety issues by hitting the generic threats rather than “chasing the last accident”*

# Fire & Cabin Safety –The Potential for Future Life Saving CONCLUSION

*This proactive approach is reflected in the projects that are currently being undertaken under the auspices of the CSRTG. Notably:*

*Integrated Fire Protection Systems –  
FAA/Transport Canada*

*Identification of Cabin Crew Training  
Needs for combating In-flight Fires –  
UK CAA*