Introduction

• FAA Administrator’s Flight Plan mandated that the Alaska safety metric become a rate-based metric after FY09

• The new Alaska safety metric and associated annual performance goals were implemented in FY10

• Rate-based safety metrics are now possible due to increases in the precision and confidence in the GA Survey activity data (sample Alaska at 100%)

• Previous Alaskan metric, tracking all GA and Part 135 accidents, masked increases in fatal accidents, fatalities, and serious injury accidents
Previous Alaskan Safety Metric

ALASKA ACCIDENTS
(General Aviation and all Part 135)

TARGET — 24% Reduction by 2009
ACTUAL — Annual Accidents
BASELINE — Average 2000-to-2002
ACTUAL — January Accidents (YTD)
Why Not Convert the Previous Metric to a Rate-based Metric?

• Simply converting the old metric to a rate retains undesirable effects of keeping the “fender-benders” in the metric, and masking the real issue of fatalities and injuries.

• Using only fatal accidents (like GA) causes large changes in the corresponding rate (high volatility in metric numerator)
  – Since FY00, fatal accidents ranged from 8-15
  – IN FY05 was the Alaskan fatal accident rate was better than the rest of the US, but also the only other year it exceeded the old metric’s annual NTE accident targets

• Including serious injury accidents provides larger numbers for stability, and represent the types of accidents people want to avoid/prevent
  – They’ve been fairly static since FY00, and are now trending upward since FY05
  – Average ~35% higher than the rest of the US since FY00
Fatal/Serious Injury vs. All Accidents in Alaska

[Graph showing the comparison between fatal/serious injury accidents and all accidents from 2000 to 2008. The graph indicates a decrease in fatal/serious injury accidents over the years.]
Rate-based Metric was Implemented in FY10

- Uses a rate of fatal and serious injury accidents per 100,000 hours as the metric
- Baseline FY06-08 fatal/serious injury accident rate
- 10% reduction over 10-year period