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Accident information in airline web pages

General

To gain insights into how airlines show and share accident information in their web pages 46 airlines were studied.

If there are mistakes they are all mine.

Findings

In 37 cases (80 %) it was possible to find from Wikipedia or through a google search a credible looking accident that had resulted in at least one death. If there were more than one accident the latest was used. This was done to limit the workload and in the belief that the latest ones are more likely to mentioned in press releases etc. as information generated before the Internet age would be unlikely to be available to a web search.

In similar manner non-fatal accidents were searched. This proved to be more difficult and a non-fatal accident or incident was found only in 27 cases (59 %). Accidents including fatalities or serious injuries seem to be better documented. It was fairly difficult to select the non-fatal accidents in a consistent way, a runway overrun where the nose landing gear collapses is clearly an incident, but how severe should a bird strike incident be to be included? In the end almost anything found in Wikipedia was accepted.

When the airline web pages were searched for the fatal accidents some sort of reference to the accident was found in 10 cases (27 %). In the non-fatal cases a reference was found in six cases (22 %). Figure 1 shows where in the web pages the reference was made. Most of the references were either in Financial Statements or in Press Releases. Table 1 shows the same data in numeric form.
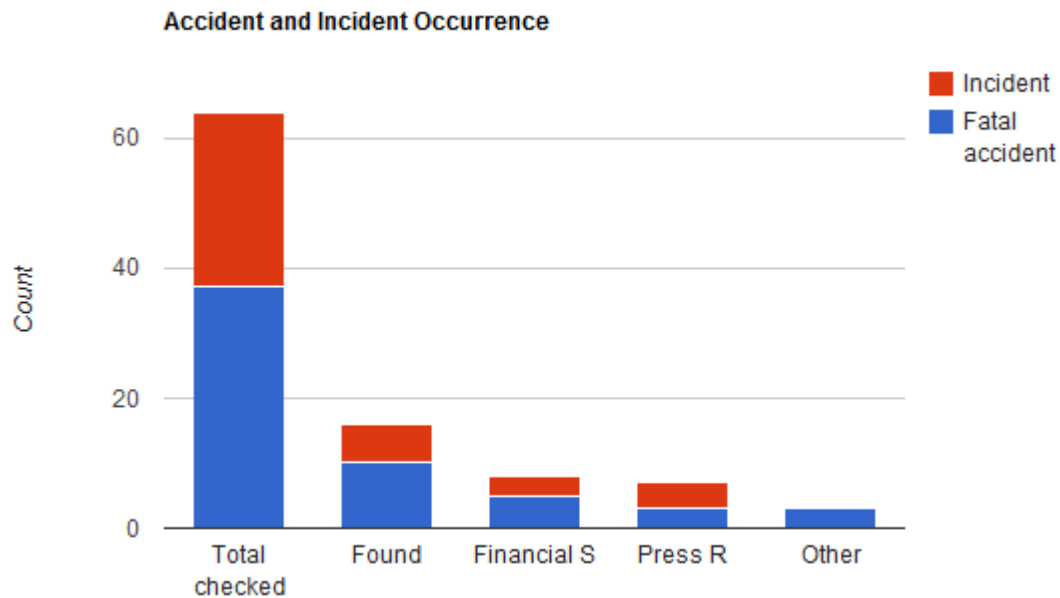
Accident and Incident Occurrence

Figure 1.

Table 1.

	Fatal accident	Incident
Total checked	37	27
Found	10	6
Financial S	5	3
Press R	3	4
Other	3	0

An attempt was also made to find a web site structure dedicated for disseminating accident and incident information. None of the airline web pages seemed to have one. The closest thing found was this Cathay Pacific press release detailing several (then) resent incidents and giving some background on their severity and the corrective actions taken.

Figure 2 shows times for the 37 fatal accidents. There is a dot for each accident, although if several accidents happened during the same year and some of them were not found those dots overlap. Most of the accidents that were referred to in the web pages were fairly resent. But in some cases references to accidents that happened decades ago.

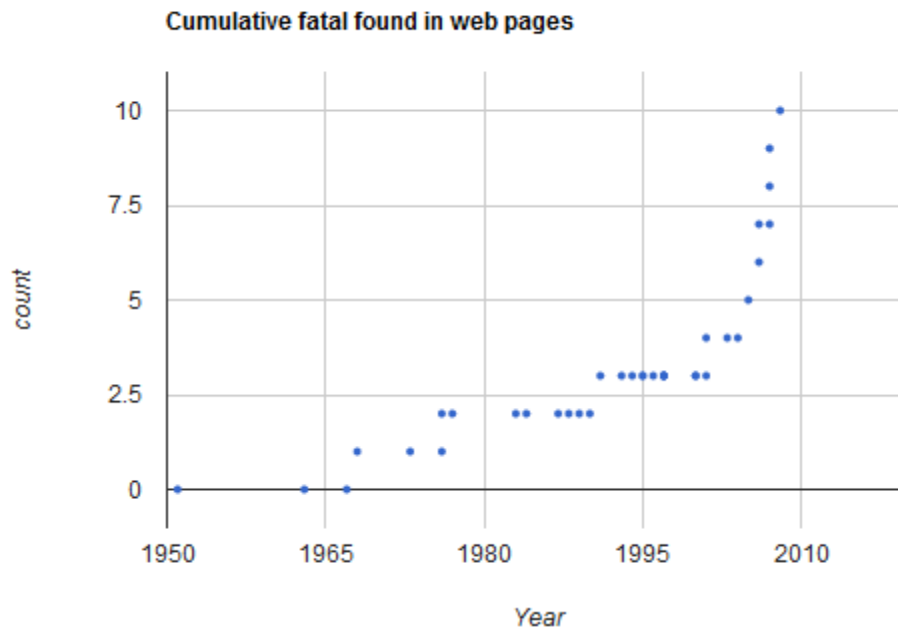**Cumulative fatal found in web pages**

Figure 2.

Figure 3 shows locations of the airlines. If either the fatal or non-fatal accident was found on the airlines web page a value of one is assigned otherwise a zero. These are marked with a green and red dot respectively. If there is a geographical bias the number of data points is too small to show it. Note that for Dublin and Sao Paulo there are two green circles on top of each other.
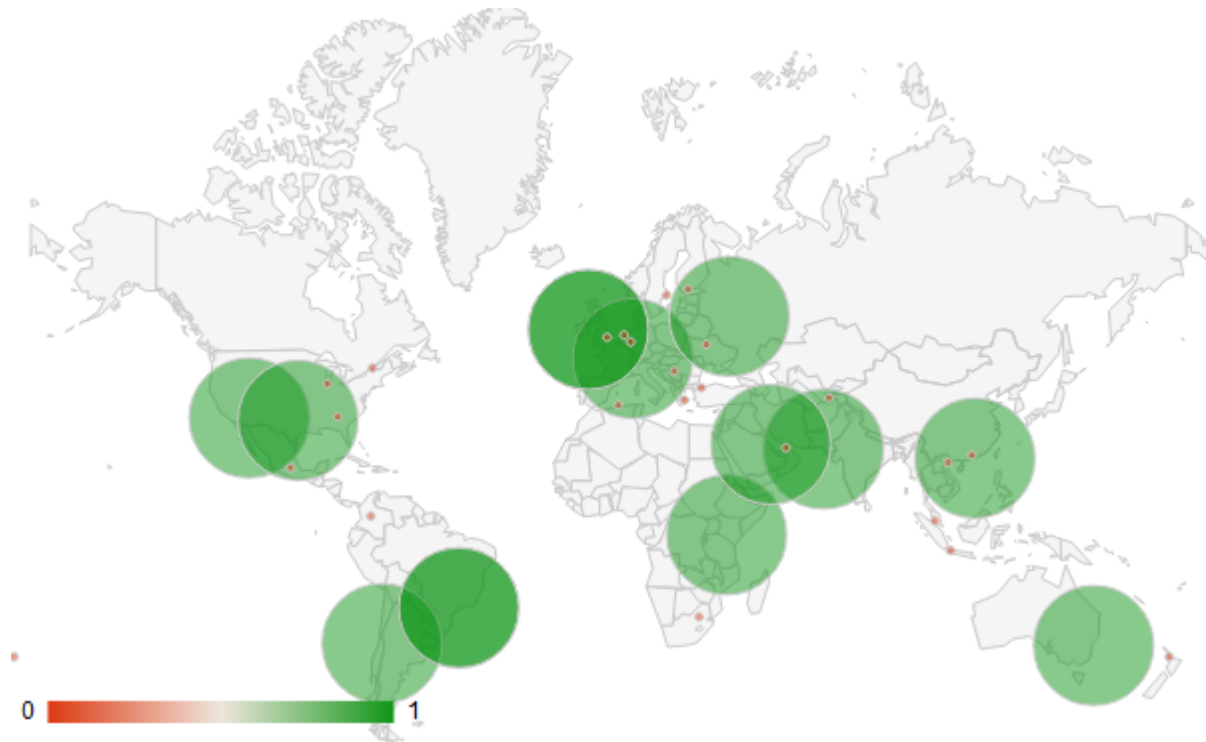
Figure 3.