



DEBRIEFING

Flight Safety is Everybody's Business

Casualty Comparison

Table 1 below shows the number of casualties sustained by Air Force personnel in the conduct of their work as recorded in the Flight Safety Information System (FSIS).

YEAR	BLACK	RED	YELLOW	GREEN	TOTAL
2000			2	43	45
2001		1	2	60	63
2002	2		8	37	47
2003	1			47	48
2004	2		5	44	51
TOTAL	5	1	17	231	254

Table 1: Casualties by color code category, by year

From the A-GA-135-001 - FLIGHT SAFETY FOR THE CANADIAN FORCES - the categories are defined as:

BLACK: fatality.

RED: 'life-or-limb' threatening (very serious) - An illness or injury that is of such severity that the patient's life is in immediate danger. (CFAO 24-1).

YELLOW: seriously ill/injured - An illness or injury of such severity that there is cause for immediate concern, but the patient's life is in no immediate danger. Person is usually non-ambulatory (CFAO 24-1).

GREEN: minor injury - CFAO 24-1 does not define minor injury but one can interpret it to be an illness or injury that requires medical attention,

but for which there is no immediate concern (ambulatory).

What do these statistics tell us? I will not attempt to draw any grand conclusions but I will point to a few trends.

What is not evident in the statistics presented is the number of accidents that resulted in the casualties depicted. By year: 2000 – 2 accidents; 2001 – 3 accidents; 2002 – 6 accidents; 2003 – 1 accident; 2004 – 6 accidents.

- > The majority of our casualties are GREEN, of a minor nature.
- > Fatalities are the most tragic of consequences and unfortunately we are not going in the right direction. Four deaths in the last three years demonstrate that accidents in the aviation community can have the most disastrous of consequences.
- > 2002 had one of the lowest casualty totals but the most injurious and fatal consequences. Over 21% of the total casualties were of the most serious nature. This compares with an average of 6% of casualties at serious or greater for the remaining four years.
- > The annual totals indicate a level of consistency. The spread in casualties recorded is statistically insignificant. A brief look at the total flying hours also shows an insignificant difference with a low to high spread of approximately 10,000 hours. Generally what can be said is that our total casualty numbers have plateaued at an annual average of 51 casualties per 134K flying hours.