

Editorial on Aviation Safety Hazards

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EDITORIAL

Aviation protection means the status of an aviation structure or entity in which the risks involved with, linked to, or directly assisted by aircraft operations are minimized and regulated to an appropriate degree. This includes the theory, experience, study and categorization of flight failures and the avoidance of such failures by policy, education and travel.

There were a total of 24 deadly commercial aircraft accidents in 1926 and 1927, another 16 in 1928, and 51 in 1929 (killing 61 people), which remains the worst year on record at an accident rate of around 1 for every 1,000,000 miles (1,600,000 km) flown. This will amount to 7,000 fatal events per year based on the latest flying figures.

0.6 fatal injuries occurred every one million flights worldwide, 0.4 per million hours flown, 22.0 deaths per one million flights or 12.7 per million hours flown over the ten-year period from 2002 to 2011.

Foreign object debris (FOD) includes objects left after production/repair in the aircraft structure, debris on the runway and solids contained in flight (e.g. hail and dust). Engines and other parts of the aircraft may be affected by such objects. After hitting a piece that had dropped from another plane, Air France Flight 4590 crashed.

A pilot misinformed by a written document (manual, map, etc.), referring to a defective instrument or indicator (in the cockpit or on the ground) or following incorrect flight or ground control directions or details either lose spatial orientation or making another error, resulting in accidents or near-misses.

Boeing tests have found that, on average, airliners are hit by lightning twice a year; aircraft survive traditional lightning strikes without damage.

In aviation crashes, ice and snow may be key factors. Even a small amount of freezing or coarse frost will seriously hinder a wing's ability to develop adequate lift, which is why, before takeoff, laws forbid ice, snow or even frost on the wings or tail.

A wind shear is a change in wind velocity and/or direction over a comparatively short atmospheric distance. In a thunderstorm, a microburst is a localized column of sinking air that fall down.

Due to fuel starvation, fuel depletion, foreign object injury, mechanical failure due to metal fatigue, mechanical failure due to insufficient maintenance, mechanical failure due to an original engine manufacturing fault and pilot error, an engine can fail to operate.

Stalling an aircraft (increasing the attack angle to a point where adequate lift is not generated by the wings) is risky and can lead to a crash if the pilot fails to make a timely correction.

Aircraft components and the specifications for automatic fire protection systems are governed by security regulations. These specifications usually take the form of assessments that are necessary. The measurements assess substance flammability and the toxicity of smoke. If the experiments crash, in an engineering environment rather than in an airplane, it is on a prototype.

An aviation word for a crash between a bird and an airplane is a bird attack. Both engine failure after bird ingestion and bird attacks breaking cockpit windshields have caused fatal accidents.

Human factors are another possible group of factors, including pilot error, which are probably the most important component involved in aviation accidents.

Different ground support systems work in close proximity to the aircraft's fuselage and wings to service the aircraft and occasionally inflict unintended harm in the form of paint scratches or minor skin dents.

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Received date: January 15, 2021; Accepted date: January 22, 2021; Published date: January 29, 2021

Citation Pal S. (2021) Editorial on Aviation Safety Hazards J Aeronaut Aerospace Eng. 10:234.

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