

This “Sample” of the Project Part 2 Report includes information for more than two popular culture documents and for **both** techno-scientific and governmental sources. So, the coverage of this sample exceeds the requirements for the assignment.

The submission requirement is for information from TWO popular culture documents and TWO documents from **EITHER** techno-scientific sources **OR** from governmental sources. Some information in the table is incomplete as it is intended as a guide only. It is important to consult the “Project Guidelines” for more complete information on this assignment.

The Table Format is presented first, followed by a part of the Narrative Format.

Project Part 2 Sample Submission

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Table Format

The Risk of loss, harm or injury from **commercial air travel**: Description from sources in two domains of information production and diffusion

Standpoint and domain of claims Element of description	Cultural (popular culture sources) (OBLIGATORY) TWO DOCUMENTS	Techno-Scientific (academic & professional) (EITHER-OR) TWO DOCUMENTS	Governmental (government departments or agencies) (EITHER-OR) TWO DOCUMENTS
1. Identification and definition: Who? Who identifies and defines the risk and the probability of harm, loss or injury?	1. Insurance company, Travel Guard (part of AIG Inc, insurance corporation) The identifiers are likely to be the company’s actuaries in conjunction with its marketing department. 2. Mass information media, <i>The Washington Post</i> (Washington DC, USA) There are several primary identifiers among which: (a) Federal Aviation Administration (FAA). Billy Nolan, FAA administrator (b) National Transportation Safety Board (NTSB). Spokesperson. (c) Allied Pilots Association. Spokesperson, Dennis Tajer. (d) Association of Flight Attendants-CWA (AFA). President, Sara Nelson. 3. Internet website Flight data and tracking platform:	1. ICAO “Plan” Researchers and specialists of the International Civil Aviation Organization (ICAO), UNO 2. International Journal of Disaster Risk Reduction (IJDRR) Four professors and/or researchers in Disaster and Risk Management, York University, Canada.	1. The Transportation Safety Board of Canada (TSB). The Canadian government agency that oversees transportation safety in Canada: 2. The Civil Aviation Authority (CAA), Government of the United Kingdom. The UK government organization that functions as the UK’s aviation regulator. Its work includes regulating airline safety as well as safety at airports and in UK airspace.

	<p>Flight Aware</p> <p>The risk identifier is Flight Aware, a flight data and tracking platform, claiming to be the world's largest. The information was submitted by a Flight Aware member. The submission links to an article on the aviation news website called "Aviation24.be".</p> <p>4. Aerospace company and airplane manufacturer: The Boeing Company</p> <p>The Boeing Company website has a section called "Aviation Safety", accessed from the section "About Boeing Commercial Airplanes". The information on safety in commercial airplanes is provided by the Commercial Airplanes division of Boeing.</p>		
<p>2. Identification and Definition: What</p> <p>What is the basis or ground of the claim to knowledge about the risk?</p>	<p>1. Insurance company, Travel Guard</p> <p>The Travel Guard insurance company specializes in travel insurance. It claims to be among the top travel insurance companies. It is an affiliate of AIG a global insurance corporation. Insurance companies employ actuaries who are specialists in the in the mathematical calculation of probable occurrences. They have specialized knowledge in the calculation of risk. The company also want to sell insurance policies, so it will publicize all the ways things can go wrong with airplane travel, so that people will by the product.</p> <p>2. Mass information media. The Washington Post</p> <p>(a) FAA: US federal agency overseeing aviation safety. Surveys and compiles information on aviation incidents and risks.</p> <p>(b) NTSB: US federal government agency that investigates all civil aviation accidents in the USA and significant events in other modes of transportation. Investigating six close-call aviation incidents so are in 2024.</p> <p>(c) Allied Pilots Association: Union representing professional pilots who fly for American Airlines. Monitors occurrences that put aircraft pilots at risk.</p> <p>(c) AFA-CWA. Union representing the interests of flight attendants. Monitors incidents that may put flight attendants</p>	<p>1. ICAO "Plan"</p> <p>The Organization's overall role is to "manage the administration and governance of the Convention on International Civil Aviation (Chicago Convention). One of ICAO's "Strategic Objectives" has to do with safety. The specific phrasing of the objective is to "Enhance global civil aviation safety". (ICAO, "Safety")</p> <p>2. IJDRR</p> <p>The authors are professors and researchers with the School of Administrative Studies of York University in the Disaster and Emergency Management Program. The risk identification is based on a study. The study was conducted to "develop the basis for a simple and new airplane hazard and risk mapping approach" that produced airplane hazard maps at local, regional and national scales.</p>	<p>1. TSB (Canada)</p> <p>The TSB is described as "an independent agency that advances transportation safety by investigating occurrences in the air, marine pipeline and rail modes of transportation." The TSB was created by an Act of Canadian Parliament.</p> <p>2. CAA (UK)</p> <p>The CAA produces a "Safety Plan" which sets out how it satisfies safety to a high level in a range of areas including that: aircraft are properly designed, manufactured, operated and maintained; airlines are competent; flight crew, air traffic controllers and aircraft maintenance engineers are appropriately trained and qualified; licensed aerodromes are safe to use; air traffic services and general aviation activities meet required safety standards; and new technology does not introduce risks that are unacceptable. The Plan addresses "Mitigating key safety risks" relating to air displays, mid-air collision, runway incursions and excursions, among others.</p>

	<p>at risk.</p> <p>3. Flight Aware website. The website claims expertise in all matters relating to air travel. It receives information from multiple sources involved in air travel and safety. It states the following on its webpage: "FlightAware is a digital aviation company and operates the world's largest flight tracking and data platform. With global connectivity to every segment of aviation, FlightAware provides over 10,000 aircraft operators and service providers as well as over 13,000,000 passengers with global flight tracking solutions, predictive technology, analytics, and decision-making tools."</p> <p>4. Aerospace Company, Boeing. Boeing claims that it has always been focused on the safety of its products and that it is committed to building and servicing the safest products. Boeing planes meet and exceed regulatory requirements. Boeing states that its annual publication Statistical Summary of Commercial Airplane Accidents is the "definitive source of air accident information for the aviation industry."</p>		
<p>3. Communication form or format (primary and secondary): In what communication form or format is the information about the risk being presented and conveyed? Identify the communication form or format used by the primary and/or secondary risk</p>	<p>1. Insurance company The information is presented on the company's website. It is in the form of list of possible harms and losses that may arise when travelling by air.</p> <p>2. Mass information media Secondary format: a newspaper article by Sampson and Sachs entitled "Near misses, fires, sever turbulence: What happened to flying", <i>The Washington Post</i>, 15 March 2023. Primary format: Testimonies and opinions from specialist governmental bodies responsible for aviation and transportation, from pilot and flight attendant unions and from an online travel website.</p> <p>3. Flight Aware: Internet website Secondary format: The Flight Aware website in a section of the website called "Squawks". Primary format: An article on the website "Aviation24.be" about the International Day commemorating air crash victims and their families.</p> <p>4. Aerospace Company, Boeing.</p>	<p>1. ICAO "Plan" An organizational document qualified as a "Plan" entitled "Global Aviation Safety Plan 2020-2022". (GASP) Found at the ICAO website.</p> <p>2. IJDRR The information is presented in the form of an academic article published in a scholarly, scientific journal, the <i>International Journal of Disaster Risk Reduction</i>, 2015.</p>	<p>1. TSB (Canada) A brochure available at the TSB website in PDF format entitled Key Safety Issues. Narrative form.</p> <p>2. CAA (UK) CAA website presents information on runway incursions and excursions in its section the Safety Plan Mitigating Key Safety Risks. This information is presented in narrative form.</p>

identifier.	There is a section on “Aviation Safety” covering the topics Robust Processes, Continuous Monitoring, New Technology and Accident Investigations. In the section on “Aviation Safety” there is a link to the document “Statistical Summary of Commercial Jet Airplane Accidents.”		
4. Terms of identification and definition What is the specific risk or probable unwanted occurrence that is named and identified in the document?	<p>1. Insurance company Presents 10 situations that “really happen” when travelling. The situation include flight cancellation, loss of belongings, stolen passport or wallet, an accident while overseas, unexpected occurrence that prevents you from travelling, luggage does not arrive, airline company bankruptcy, terrorist incident at destination, natural hazard (e.g. hurricane).</p> <p>2. Mass information media: The article examines air travel risks from the standpoint of “near misses” and “close calls”. It is making the point that near misses alert us to potentially serious incidents and the need to address them before there is an actual accident. They are referring to runway incidents, events linked to lithium batteries in passenger baggage, staffing shortages in the industry.</p> <p>3. Flight Aware: Internet website The risk that is being referred to is airplane accidents and specifically the harms and losses suffered by the families of victims of airplane accidents. The article refers to the establishment of the International Day Commemorating Air Crash Victims and Their Families (February 20). This day of commemoration was set up by ICAO and the Air Crash Victims’ Families’ Federation International (ACVFFI) and is being marked for the first time in 2022.</p> <p>4. Boeing website, Aviation Safety. This page mentions a large number of unwanted occurrences. The term “risk” is not used or rarely used. This page is written with a view to presenting all the ways that Boeing aims to ensure safety and prevent unwanted occurrences on airplanes. The occurrences mentioned are things like engine failure, runway overruns, accident chains.</p>	<p>1. ICAO GASP 2020-22 Identifies “High-Risk Categories of Occurrence” (HRCs) HRCs selected based on actual fatalities, high fatality risk per accident or the number of accidents and incidents. HRCs for 2020-22 are: a) controlled flight into terrain; b) loss of control in-flight; c) mid-air collision d) runway excursion e) runway incursion</p> <p>2. IJDRR The risk is that of airplane crashes and the degree of severity of harm and loss resulting from airplane crashes in urban areas. There are certain parts of urban areas that at greater risk or where risk of harm is higher based on a correlation of airplane crash hazard and population density.</p>	<p>1. TSB, (Canada) The risk that is referred to specifically as a “key risk” is that of collision from runway incursions...</p> <p>2. CAA (UK) The CCA identifies runway incursions and excursions as one of the areas of risk that must be mitigated. It states that in its risk mitigation efforts it should implement the European Action Plans for the prevention of runway incursions and excursions (EAUPRI and EAUPRE). The EAUPRI states that runway incursions are considered “one of the most serious safety threats amongst operational personnel.” The EAUPRI follows the ICAO definition of a runway incursions as: “any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.” (Eurocontrol, 2017,</p>
5. Probability claims: statement of	<p>1. Insurance company The probability claim takes the form of a statement that “things happen” when you travel and in the form of a list of</p>	<p>1. ICAO “Plan” The probability claim is expressed as occurrences of incidents and fatalities in the “high-risk</p>	<p>1. TBA, Canada The probability of runway incursions is expressed as...</p>

<p>claim What specific claim of the likelihood of harm, loss or injury is being made?</p>	<p>unwanted occurrences that can arise from travel. 10 reasons are given for why travel insurance is a good idea implying that there is a fairly high probability that something unwanted can occur.</p> <p>2. Mass media “There are indications...that this year’s incidents [of runway incursions] involving passenger jets is more severe...” Several claims to the effect that flying is safe (“safest mode of travel”), but incidents like near misses must be monitored for their frequency and causes and steps taken to avoid accidents. ““These incidents are like the canary in the coal mine, and we need to heed the canary”, Nelson [APA President] said. “We can make it safer””.</p> <p>3. Internet website: Flight Aware The article notes that airplane accidents are “very rare” incidents but are “very tragic”. It notes that the families of victims face needs and are in need of support. The families of victims face loss and harm and there is a need to provide assistance to them. For the first time an attempt is being made to “enhance global cooperation” toward the care and treatment of victims’ families.</p> <p>4. Aerospace company: Boeing The document “Statistical Summary of Commercial Jet Airplane Accidents” provides data on airplane accidents between 1959 and 2019. The data shows that by various parameters of measurement, there has been a reduction in airplane accidents and fatalities over the 60 years since the “launch of the jet age in 1959”: “The data and Boeing’s analyses in the following pages underline the vast improvements that have been made in the first six decades of commercial flight, and call out those areas where we must continue to make improvements. Thanks in part to documents like this and the thinking that drives them, commercial aviation has evolved into one of the safest forms of travel ever devised.” “Statistical Summary”, p. 4.</p>	<p>categories” of occurrences. The HRCs refer to occurrences in which fatalities are high. It can be assumed that these are occurrences in which fatality is highly probable. The Plan does not address probable occurrences or probably fatality rates per occurrence. However, we are led to understand that the HRCs are determined according to the number of fatalities and the high risk of fatality per accident.</p> <p>2. IJDRR The claim is that the risk of harm or loss is increased depending on where in an urban area the crash occurs. The risk of harm and the probability of a crash is increased by the density of flight paths over urban areas.</p>	<p>2. CAA, (UK) The CAA Safety Plan statement on runway incursions and excursions refers to the EAPRI as its guidance on mitigating incursion risk. The EAPRI 2017 states that there continue to be a minimum of two runway incursions every day in the European region. (Eurocontrol, 4) It is stated that communication issues “are frequently a causal or contributory factor” of runway occurrences. The claim is that if communications relating to aerodrome operations on a runway are improved, then runway incursions will be prevented.</p>
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<p>6. Probability claims: numbers & narratives What is the manner of presenting the likelihood or probability of the unwanted occurrence (the potential harm, loss or injury)?</p>	<p>1. Insurance company: Travel Guard “10 Reasons” present the probability in narrative form. A set of possibly scenarios are presented all of which describe an unwanted occurrence (a loss, or injury or harm). No quantitative value of the likelihood of any of these occurrences is presented. Rather, the list of 10 possible occurrences suggests that there is a wide variety of things that can go wrong.</p> <p>2. Mass media The probability claims are expressed the potential for a serious accident based on frequencies of recent near misses and close call. The point is that the near misses are indicators of potential problems and they should be addressed before there is a serious incident. Air travel is described as safe. Despite the strong safety record, attention must be paid to the various situations that could cause disastrous incidents.</p> <p>3. Flight Aware: Internet website The probability claim is presented in the form of an affirmation by ICAO that the families of victims of air crashes are in need of assistance and support. While the point is made that air crashes are rare, and ICAO is saying it is the aviation sector is proud of its accomplishment in aviation safety, it notes that when crashes occur, the families of victims also suffer loss and hardship.</p> <p>4. Aerospace Company, Boeing, Statistical Summary The information presented on the airplane accidents is presented in statistical form with tables, charts and graphs. There are some narrative summaries on the various topics relating to airplane accidents that are covered.</p>	<p>1. ICAO “Plan” The probability of fatality in accidents or incidents that include in the high-risk categories are not represented quantitatively. Rather, the Plan indicates the fatality rates for each of the HRCs.</p> <p>a) Controlled flight into terrain: few, if any survivors; high fatality risk; b) Loss of control in-flight catastrophic results; few, if any survivors; high fatality risk; c) Mid-air collision: catastrophic results; few, in any survivors, high-risk of fatality; d) Runway excursions: predominant in terms of number of occurrences; majority of runway excursions survivable; fatality risk is significant; e) Runway incursions: few runway incursions result in collisions, high fatality risk. “The collision between two B747s at Los Rodeos Airport, Tenerife, in 1977, was the result of a runway incursion and remains the worst accident in aviation history, with the highest number of fatalities.” (Plan, p. 1-3-6)</p> <p>2. IJDRR The probability claims are presented in the form of maps. The authors call them hazard maps with illustrate in various ways the degree of vulnerability from airplane crashes based on population density and the degree of hazard on account of flight path density among other things.</p>	<p>1. TBA (Canada) The probability claim is expressed in the form of the chance of occurrence out of the total number of runway movements at Canadian airports. The change is expressed numerically as...</p> <p>2. CAA (UK) The probability claims are presented mostly in narrative form. They are stated as factors that increase the likelihood of runway incursion incidents. The causal or contributory factor that is given most attention is communication breakdown on the manoeuvring area of a runway. The one figure that is provided is that of a minimum of 2 runway incursion incidents per day in the European region. The word “minimum” means that there are more than 2. The EUAPRI does not state what degree of probability there is of an occurrence. The CAA does not provide data on runway incursions to suggest the likelihood of occurrence. It states that improvements have been made in runway safety to the implementation of the EAPPRI and the tracking of responses to and analysis of safety data. (CAA, Runway Incursions)</p>
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Narrative Format (only Element 1 is completed for this sample)

1. Identification and definition: Who?

1.1 Popular Culture sources:

1. Insurance company, Travel Guard (part of AIG Inc, insurance corporation)

The identifiers are likely to be the company's actuaries in conjunction with its marketing department.

2. Aerospace company and airplane manufacturer: The Boeing Company

The Boeing Company website has a section called "Aviation Safety", accessed from the section "About Boeing Commercial Airplanes". The information on safety in commercial airplanes is provided by the Commercial Airplanes division of Boeing.

1.2 Either Scientific or Governmental sources:

1. **The Transportation Safety Board of Canada (TSB).** The Canadian government agency that oversees transportation safety in Canada

2. **The Civil Aviation Authority (CAA), Government of the United Kingdom.**

The UK government organization that functions as the UK's aviation regulator. Its work includes regulating airline safety as well as safety at airports and in UK airspace

2. Identification and definition: What?

2.1 Popular Culture sources:

- 1.
- 2.

2.2 Either Scientific or Governmental sources:

- 1.
- 2.

3. Communication form or format (primary and secondary)

3.1 Popular Culture sources:

- 1.
- 2.

3.2 Either Scientific or Governmental sources:

- 1.
- 2.

4. Terms of identification and definition

4.1 Popular Culture sources:

- 1.
- 2.

4.2 Either Scientific or Governmental sources:

- 1.
- 2.

5. Probability claims: statement of claim

5.1 Popular Culture sources:

- 1.
- 2.

5.2 Either Scientific or Governmental sources:

- 1.
- 2.

6. Probability claims: numbers & narratives
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6.1 Popular Culture sources:

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| 1.
2. |
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6.2 Either Scientific or Governmental sources:

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| 1.
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