



Introduction:

The **Airline Risk Calculator (ARC)** is a tool that assists companies to manage the risks associated with travelling on airlines worldwide. The global marketplace may require using airlines with which a company is unfamiliar; ARC helps by ranking airlines based on their fleet age, accident history and a wide range of other data so that an informed choice can be made about use of individual carriers.

With international business taking travellers to more out of the way places, and increasing corporate insistence on high safety standards in all areas of business, corporate responsibility for employee safety includes risk assessment of travel to and from business locations.

This is particularly the case when travel involves flights on lesser known airlines, or airlines with a recent accident history. Boards and individual Directors who may be held responsible in the event of an accident, should be in a position to demonstrate that objective safety assessments have been undertaken, whether through a structured risk evaluation or an onsite audit of aircraft operators.

Clear evidence of a systematic approach to aviation risk assessment demonstrates discharge of corporate duty of care.

HART Aviation has reviewed the relative risk rating of over **300** Airlines to date, and the full airline information including fleet, maintenance, incidents/accidents, alliances, commercial performance, destinations and specific route scores are accessible online, on a password protected interactive website.

Additional reviews of individual airlines that are not currently featured can be commissioned.

- Once a subscription to the **Airline Risk Calculator** has been taken, access to any new airline reviews commissioned by other companies will be automatically available.

- Airlines are categorised into three risk categories (high, medium and low risk), and ratings are colour coded to easily distinguish between airlines which should be used on an unrestricted basis, and those which require further consultation prior to usage. While HART Aviation sets these risk thresholds initially, it is recommended that individual subscribers set their own thresholds for the these risk categories in order to adopt appropriate risk levels for their respective organisations.
- As scores tend to change slowly over time, **HART Aviation** periodically reviews the risk ranking of all airlines every 12 to 18 months, or in the event of a serious incident or accident.

IATA	Sort by: Airline Name (A to Z)	GO	Started	Fleet	IOSA	E.U. Banned	Flights per year	Incidents / Accidents (fat.)	Accident Weighting	Score
1T	1Time Airline		South Africa	2004	small (12)	-	16,688	inc:1 acc:1 (fat: 0)	1.93	3.53
JP	Adria Airways ☆		Slovenia	1961	small (14)	✓	27,140	inc:0 acc:0 (fat: 0)	0.31	7.02
A3	Aegean Airlines ☆		Greece	1992	medium (31)	✓	66,628	inc:1 acc:0 (fat: 0)	0.16	7.23
RE	Aer Arann		Ireland	1970	small (13)	-	29,863	inc:2 acc:0 (fat: 0)	0.42	6.27
EI	Aer Lingus		Ireland	1936	medium (42)	✓	75,564	inc:4 acc:0 (fat: 0)	0.22	7.62
AJ	Aero Contractors		Nigeria	1959	small (12)	-	21,121	inc:2 acc:1 (fat: 0)	0.99	3.21
SU	Aeroflot Russian Airlines ⚙		Russia	1923	large (97)	✓	107,218	inc:6 acc:2 (fat: 0)	0.41	6.68
AR	Aerolineas Argentinas		Argentina	1950	medium (40)	✓	57,013	inc:2 acc:0 (fat: 0)	0.33	5.37

Example of high level view of complete airline list with risk scores

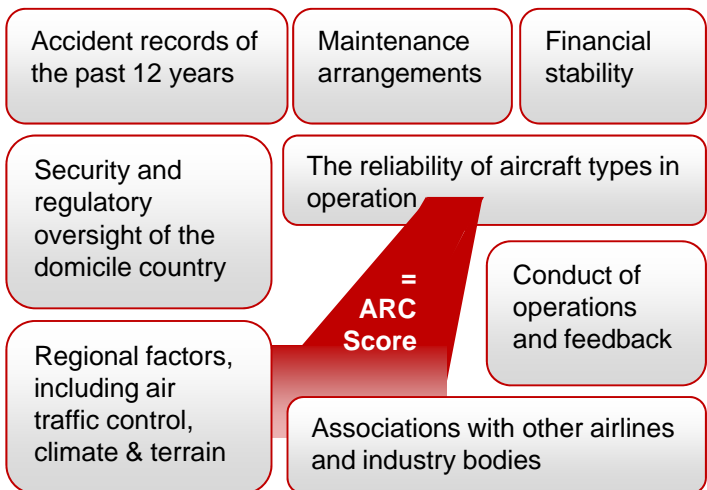


How are the airline ratings obtained?

Various external sources are used to gather data which are then calculated through standardised weightings and algorithms to determine a relative risk rating between **0** and **10** for each airline.

These scores are calculated using a combination of flights per year, number of accidents weighted by severity, age and type of aircraft, financial factors, alliances and other information.

Some of the factors taken into consideration include:

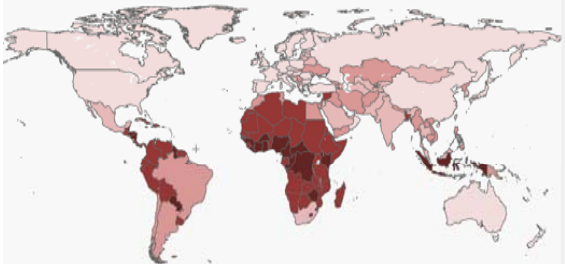


The following summary sheet below gives an indication of the sorts of distinction that are made for particular airlines:

Airline A	7.86	Airline B	4.07	Airline C	1.95
<ul style="list-style-type: none"> has a large modern fleet; operates over 110,000 flights per year; has had no fatal accidents; has maintenance facilities that are more than adequate; is a member of the International Air Transport Association (IATA); has passed an IATA operational safety audit (IOSA); is a member of a major international airline alliance; Operates to Europe and USA. 		<ul style="list-style-type: none"> has a small, young fleet; operates around 12,700 flights per year; has no recorded accidents since its inception in 2005; has minimal maintenance facilities, but likely to be satisfactory; has several codesharing agreements with other airlines; is an IATA member; has passed an IATA operational safety audit (IOSA). 		<ul style="list-style-type: none"> has a medium sized, aging fleet; at least ten recorded accidents in the last twelve years, some fatal; banned from the EU; operates approximately 38,000 flights per year; originates from a country with a less than reputable regulatory authority; is not a member of IATA; operates aircraft that have been assessed as having a higher risk. 	
10.00 Low Risk		5.00		High Risk 0.00	



Geographic factors may influence use of the ARC:



Airlines score differently based on possible geographical and regional hazards that may be encountered. When evaluating an airline, the following factors are taken into account:

- Safety influences based on past accident rates of a particular country/region (as shown above, the dark shaded areas score poorly);
- Regulatory oversights of individual countries;
- Air Traffic Control proficiency;
- Climate and Terrain;
- National security influences.

An interactive version of the map above is viewable on the **ARC** website.

Is an Airline Risk Assessment always possible?

HART Aviation's Airline Risk Calculator assesses airlines that operate to a fixed schedule only, and only when sufficient data is available for **HART Aviation** to form a factually supported judgement on the airline.

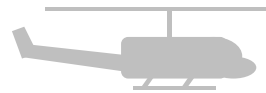
When that is not the case, an onsite audit is usually offered as the best course of action to assess the safety of the operation. For the evaluation of:



x Charter Operations

When all airlines in a country are certain to score poorly, but travel is still necessary...

Where little to no information is available to us from industry sources...



x Helicopter Operations

...then a full audit by **HART Aviation** is advisable

Case Study:

A businessman wishes to fly frequently between London and Maun in Botswana. The airline servicing this route scores 3.7 and has a stop in Windhoek, Namibia; however, his company has its minimum threshold set at 4, not allowing use of this airline.

He decides to fly to Johannesburg with an airline scoring 8.5, as it has been assessed as having a much lower risk. From Johannesburg to Maun, he only has airlines scoring 3.7 and 2.9 *and* he seeks advice from **HART Aviation** and requests that an additional airline be scored through the **Airline Risk Evaluator**.

- **Scenario 1** – The new airline scores 4.1, allowing the businessman unrestricted usage according to his company's guidelines.
- **Scenario 2** – The new airline scores 3.84, still too low for use. After consulting with **HART Aviation**, an on-site audit of the airline is commissioned. It is found that the airline satisfies the company's safety standards and can be used subject to certain guidelines.
- **Scenario 3** – The new airline is actually a charter operator with a poor safety record. An alternative charter option is recommended by **HART Aviation**



Online Interactive Database

The Airline Risk Calculator is accessed via a password protected online database, offering detailed information on over 300 scheduled airlines from around the world.

Users can view an airline's risk rating; the risk score for specific routes; alliance and financial information; fleet and maintenance details; incident and accident details; flight destinations. It is also possible to:

- ➔ See all destinations that an airline flies to, and aviation authorities operated under;
- ➔ View fleet photos, orders and ages;
- ➔ Calculate routes and determine which airlines to use;
- ➔ New updates window;
- ➔ Much more.

Jump to...

ARC Home Log out Admin

Welcome

	IATA	Name	Search: Airline Name or Country or IATA Code	GO
Airlines	1T	1Time Airline	South Africa	
Routes	JP	Adria Airways	Slovenia	
Countries	A3	Aegean Airlines	Greece	
Usage	RE	Aer Arann	Ireland	
	EI	Aer Lingus	Ireland	
	AJ	Aero Contractors	Nigeria	

British Airways (BA)

Overview
Fleet
Maintenance
Alliances
Culture
Incidents
Destinations

Finding & Summary

British Airways - Standard (Domestic) Score

Updated 28 October 2010 - 7.84

HISTORY:

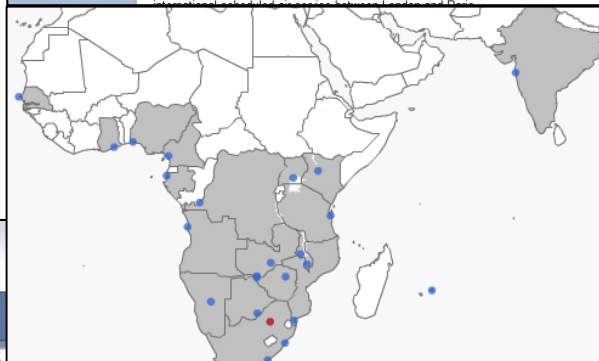
- 28-Oct-2010 - 7.84
- 15-Dec-2007 - 8.39
- 25-Jun-2006 - 8.05
- 28-May-2004 - 7.76
- 21-Mar-2003 - 7.57

All United Kingdom based airlines, sorted by score:

1. British Airways (BA) - 7.84
2. Flybe (BE) - 7.48
3. easyJet (U2) - 7.35
4. British Midland International (bmi) (BD) - 7.19
5. Virgin Atlantic Airways (VS) - 6.60
6. Eastern Airways (T3) - 6.11
7. Monarch Airlines (ZB) - 6.11

British Airways is the flag carrier for the United Kingdom and a founding member of the...

The airline was first established in 1919 when its forerunner company, Aircraft Transport...



Map Satellite

Route Calculator

Kingsford Smith (SYD)
Sydney, Australia
Lat: -33.940111 Long: 151.177222

Distance: 12,054km (7,490 miles)
Approx Flight Time: 14hr 24min

Los Angeles International (LAX)
Los Angeles, United States
Lat: 33.942500 Long: -118.407222

The following 23 assessed airline(s) operate between the two airports above, either directly or indirectly:
[Click Here to Compare Airlines](#)

AIR CANADA

QINGHONG

Subscription Details

- ➔ Subscription rates are offered at different levels depending on the duration of subscription (1-3 years) and the number of user logins required;
- ➔ Airlines not currently assessed on the ARC can be commissioned for a fee.

Please contact **HART Aviation** for further information on subscription levels and pricing:

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Demo logins can be obtained on request.