How on Earth with all Modern Technology We Have the Fear of Flying?

Mr. Sanjay Pai: Research Scholar. JJTU, Rajasthan, India
Dr. Subhash Desai: Research Guide, JJTU, Rajasthan, India

Abstract
TheAVIATION industry globally is going through turbulence from the compliance and operation aspects. While the rest of the world is finally coming to terms with the impact of recession and some are even showing signs of graph moving upwards, unfortunately aviation sector is proving to be not so lucky. Many have filed for bankruptcy and many are in the red on verge towards default. The intension and vision while starting an airline is clear to have an optimum commitment towards making a breakeven in the 5 or 6 year of operations. Though few countries airline are still doing marginal better than their counterparts in other nations. The cat and mouse race in on and there is no end point ever to stay afloat. There are various agencies that are directly or indirectly involved and are major impact player.
For smooth running of operations and proper compliance, global governess is very important. Since each airline is not restricted to their own country but the operation goes beyond the boundaries so they are exposed to that land of law. Hence a common check list and centralized monitoring body is very important. Still there are mishaps happening around and many gaps are to be still addressed viz. security, technology, compliance, safety management, quality, maintenance and manufacture contribution and support.
Key words:Aviation, ICAO, FAA, Civil Aviation Regulations, Radars, ATC, flight path

Introduction

The International airline industry provides service to virtually every corner of the globe, and has been an integral part of the creation of a global economy. The airline industry itself is a major economic force, both in terms of its own operations and its impacts on related industries such as aircraft manufacturing and tourism, to name but two. Few other industries generate the amount and intensity of attention given to airlines, not only among its participants but from government policy makers, the media, and almost anyone who has an anecdote about a particular air travel experience.

During much of its development, the global airline industry dealt with major technological innovations such as the introduction of jet airplanes for commercial use in the 1950s, followed by the development of wide-body "jumbo jets" in the 1970s. At the same time, airlines were heavily regulated throughout the world, creating an environment in which technological advances and government policy took precedence over profitability and competition. Today, the global airline industry consists of over 2000 airlines operating more than 23,000 aircraft, providing service to over 3700 airports. The growth of world air travel has averaged approximately 5% per year over the past 30 years, with substantial yearly variations due both to changing economic conditions and differences in economic growth in different regions of the world. Historically, the annual growth in air travel has been about twice the annual growth in GDP. Even with relatively conservative expectations of economic growth over the next 10-15 years, a continued 4-5% annual growth in global air travel will lead to a doubling of total air travel during this period.

The economic importance of the airline industry and, in turn, its repercussions for aircraft manufacturers, makes the volatility of airline profits and their dependence on good economic conditions a serious concern for both industries. This concern has grown dramatically since

airline deregulation, as stable profits and/or government assistance were the rule rather than the exception for most international airlines prior to the 1980s.

The airline industry is in the midst of a dramatic restructuring that involves even more fundamental changes than those experienced following its deregulation in 1978. Yet, nearly three decades after deregulation – and after multiple cycles of financial successes and failures – the industry remains fragile. Competitive pressure from low-cost carriers, the loss of consumer confidence in the air transportation system's reliability and operating performance, and the transparency of pricing facilitated by the internet and online travel distribution channels have all contributed to a precipitous decline in average fares and a significant impact on airline revenues.

And since 2006, fuel has emerged as the single largest industry expense, surpassing labor costs for the first time. The industry still is recovering from its latest cycle of financial struggles, but faces substantial challenges. The belief that a few quarters of profits equate to full recovery is more wishful thinking than reality.

While there has been much progress on issues of aviation safety and security since 9/11, with the "federalization" of airport passenger screeners and movement towards explosives screening for all checked baggage, the questions "are we doing enough?" and "are we doing the right things?" remain unanswered. Demand for air travel, particularly in short-haul markets, has been suppressed by passenger perception of the "hassle factor" of increased security and the uncertainty of passenger processing times at the airport. For the airlines, the new security procedures have increased operating costs and induced more security-related flight disruptions and delays. The Director-General of IATA, the world-wide airline industry trade association, has said "our passengers have been hassled for 6 years…that's far too much" . Some experts, however, have expressed concern that cutbacks in existing security measures could increase the risk of future terrorist acts that could devastate the industry.

The temporary reprieve from congestion and flight delays experienced immediately after 9/11 has effectively ended at the nation's busiest airports. The number of delayed flights reached record levels in July 2007, and media reports of chronic and excessive airline passenger delays have again become commonplace. Several factors, including the lack of coordination of airline flight schedules at some of the most congested airports; an outdated air traffic control system; finely-tuned airline flight schedules with little slack to dampen delay propagation; and record-high load factors preventing timely re-accommodation of passengers who misconnect or whose flights are canceled, all combine to create passenger disruptions and lengthy passenger delays that exceed even the record-high levels of flight delays. Solutions to the problem will require a mix of improved management of airspace and airport demand, and an increase in airport capacity brought about primarily by improved management and utilization of existing capacity.

The lack of adequate infrastructure capacity – airports and airspace – and the rapidly growing costs of maintaining and expanding this infrastructure are two of the most critical problems for the future of air transportation, nationally and internationally. The prospects for substantial relief on the capacity front are not good – at least in the medium term (next 10 years). While the FAA and other air navigation service providers around the world have been working, with some success, toward increasing the capacity of the en route airspace, the real

- Establishment,implementation and evaluation of Quality Standards and conduct of internal audits and inspections within the Flight Operations, Flight Training & Standards, Cabin, Maintenance Department, Ground Operations,Technical Training and Emergency Response Group.
- When in doubt, please Go-Around
- Safety in the air starts from the ground

Communication:

- Black boxes that communicate in real time with the ground giving us data on the aircraft without physical black box
- ATC with better radios, more range and less interference for easier communication with pilots
- Satellite phones in cockpit and cabin
- Aircraft WI-FI improvements

    1. **Security**
- Airport security with better access to no-fly lists, passport information and an oversight to make sure it is used properly

    WHEN SAFETY IS FIRST, YOU LAST

BE
S: SMART
A: ALERT
F: FOCUSSED
E: EDUCATED

Selected References:

Operator's Flight Safety Handbook, Issue 2, December 2001,
http://flightsafety.org/files/OFSH_english.pdf

Anadolujet flight safety:
http://www.anadolujet.com/ajen/corporate/about_us/flight_safety.aspx

General civil aviation authority (GCAA),
http://gcaa.ae/en/departments/asi/pages/safetysecurity.aspx