TOP 50 AVIATION KPIS

— ORGANIZED BY TYPE —
— AVIATION INDUSTRY SPECIFIC —
— BASED ON HUNDREDS OF OPERATORS —

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ABOUT THIS LIST OF TOP 50 KPIS

HOW THIS LIST WAS CREATED

This list of Key Performance Indicators was developed through analysis hundred of operators' KPIs from all over the world. We complied these KPIs and organized them based on their type. Then we counted the total number of each type of KPI to get our top KPIs.

KPIs that were of similar type were combined into a single type. For example, one organization may have a KPI for "Employee-fatality," and another operator may have a KPI for "Client fatality." We simply combined these KPIs as the same type, "Fatality."

WHAT THIS LIST INDICATES

In effect, this list does not show you the specific data-metric or classification name of organizations' KPIs. Rather, this list indicates which types of concerns are the most important to most operators. It also shows you which types of concerns most aviation service providers deem most indicative of baseline safety performance.

Each KPI represents a "type" of concern. With a Fatality KPI, an organization might flag a classification of "Fatality" as a KPI or create a data metric to monitor the number of fatalities in a given time period. Whether you are monitoring a Fatality KPI using classifications or data-metrics, the type remains Fatality.

HOW YOU SHOULD USE THIS LIST

Use this KPI list to compare your own list to. How many of your KPIs align with the types of KPIs shown in this list?

Also use this list to create new classifications or data-metrics as KPIs. If you see a type of KPI(s) that you are not addressing in your safety program, and you think it would benefit your performance monitoring, you can create a new classification or data-metric as a KPI.

LIST OF TOP 50 KPIS

Bodily Harm

Back injury
Cut, puncture, laceration
Fall
Fatality
Fracture, bruise, contusion
Injury - Lost Time
Injury - No lost time
Medical treatment beyond first aid
Muscle strain
Neck injury
Reportable illness
Reportable serious injury
Slip

General Operations

Equipment property damage
FOD
Ground Op
Icing/DeIcing
Improper calibration of tool
Installation error
Mechanical
Occurred while stopped or parked
Part/Component damaged
Parts missing
Poor outsourced maintenance
Reportable dangerous occurrence
Restricted work or job transfer

Flight Operations

Diversion from destination
Emergency landing
Flight Plan not filed
Hard landing
Hazardous runway condition
Missed approach
Near miss
Rejected Takeoff

Human Elements

Communication problem
Fatigue
Lack of situational awareness

Environmental

Bird strike
Building/Standing structure
Fire
Lightning
Trees
Water

SMS Design

Information missing
Insufficient training
New procedure suggestion
No control measure
Out date information
Process not clear
Process not followed