Aviation is too safe

A vicious circle: due to the unfamiliarity with possible (multi) effects, the actual consequences of crashes are often not sufficiëntly enough examined, recognized and treated.

The relative safety of aviation is detrimental to the well being of survivors and surviving relatives of crashes that still happen.

Crashes, disasters and incidents that do occur are diverse in nature and outcome, and spread in time, geography and over airlines.
Even within a crash there is often a wide variety of individual crash events that lead to specific individual, often invisble, injuries.

The High Energy (multi) Trauma character of crashes is mostly insufficiënt taken as starting point for coördinated diagnostics, care and aftercare.
An integrated care approach, per person and for all survivors and relatives combined, is generally lacking.
There is too little attention for real life impact and what can be learned of this in terms of advanced diagnostics.

Injuries, such as head and brain injury, can thus easily be overlooked or misdiagnosed. Even PTSD and its consequences in real life is often misunderstood.
All this, making the effects of a crash probably unnecessary severe and costly.

A detailed crash-events-analysis per person/seat, identifying possible hidden injuries and risks, should be the starting point of all care and assistance (also financial and legal).

A knowledge database can be of help to survivors and individual care providers for properly recognizing, otherwise possibly misunderstood, symptoms. This enables pro-active approach.

Providing and maintaining such a world wide standardized crash injury database (also for later identified injuries and longer term effects) could be a task for the NTSB and its national equivalents. A database not only for aviation crashes and incidents but also for other mass transportation systems that often too have a High Energy Impact nature.

Crash site MP495

Rail crash Eschede 1998