

### **Executive summary notes for each slide: -**

This analysis and recommendations are based on the data from Aviation Safety Network, Bureau of transportation statistics & Airlines for America.

As shown in the first slide key metrics, motor vehicle fatalities and significantly higher comparing them against the airline's fatalities for the same period of 2000-2014

Analyzing the second slide line graph, Accidents total numbers went higher because of the number of flights and in turn passenger's volume has increased, but fatalities remained the same and flattened out, which also indicates that airlines are becoming much safer.

From slide 3 tree map, it is evident higher fatalities are not a direct relation to number of accidents by individual airlines, but the size of the aircraft and the type of the aircrafts being involved in such accidents.

Slide 4, stacked column chart indicates the airlines are becoming significantly safer by the decade comparing two decades of fatalities. And in some airlines cases they have been no prior fatalities.

Slide 5 clearly indicates operating revenue for the airlines remained at the same levels for the past two decades, while passenger volume has increased steadily. More passengers more revenue while keeping the operating revenue at a flat rate.

Evident from slide 6 bar chart, Boeing 737 max family type aircraft types are involved in higher number of incidents followed by 727 family.

**Recommendation is to stop flying these 737/727 body types that are in service to avoid any more incidents, and not buy more of such types for future service. Also, keep the operating revenue model the same and not deviate much from existing model unless those areas has a chance to reduce further.**