

## Blog

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DSC 640

### Blog-AS

Air travel is still profitable and by far the most preferred way to travel as well as US airlines tend to have safer travels compared to non-US airlines. Based off the 'Airline Fatalities' graphic, more non-US airlines lean to a higher fatality rate compared to that of US airlines. However, this does not deter customers from recurring their travel experience in preference to airways.

Provided from the 'Airline Profit' graphic, the net and operating profits of airlines in millions from the years of 1947 to the present has steadily grown exponentially, only dwindling for three occurrences; once in the late 1980's to mid-1990's, another in the early 2000's (effects of 9/11), and lastly, in the few years leading up to 2010 (global recession). This trend continues in the 'Airline Departures & Passenger Enplanements' graphic; with the booming pilgrimage known as "air travel" rising from 1950 to the present, more departures as well as passenger enplanements occurred in the span of about 70 years. An akin occurrence transpires in the 'Total Operating Expense & Revenue' graphic; the only difference though is the year gap is from 1970 to the present (about 50 years) as well as the rapid drop after 2020 (due to COVID-19), plus there is underlying relationship between expense and revenue to where expense primarily exceeds revenue, yet, consumers are still purchasing tickets for air travel. A constant projection of customers loading aircrafts is represented in the 'Airline Load Factor' graphic for the gauge from 1947 to the present. Finally, in the 'Airline PAX' graphic, the PAX (or passengers, travelers, occupants, consumers, or customers) in millions unveil the popularity of participants in air travel over every other travel accommodation. Thus, in conclusion, air travel is still a frequent option that patrons utilized whether with US-airlines (safer route) or non-US airlines (more vulnerable to fatalities) due to profitability, departures, enplanements, revenue, and loading factor.

Thus, in conclusion, air travel is still a frequent option that patrons utilized domestically and internationally, but will be operated in safer environments of US airlines and more profitable for domestic use, i.e. within the US.

The color scheme that was chosen was inclined to a more orange-yellow-gold hue with a variant in colors presented in the heat map. The orange tint hinted to more of a liveliness and appealing to an audience for a blog post while the yellow-gold tone complimented the orange tint.

Lastly, for the visualizations, 'Airline Fatalities' had a bubble chart to display airline fatalities. For 'Airline Profit', it had both a line plot and bar chart to establish the relationship between **Operating Profit** and **Net Profit** in millions. For 'Airline Departures & Passenger Enplanements', dual area charts were exploited to present departures and passenger enplanements. For 'Total Operating Expense & Revenue', two line plots were utilized to showcase the **Total Operation Expense** as well as **Total Operating Revenue**. For 'Airline

Load Factor', a heat map was employed to advertise the load factor. Finally, for 'Airline PAX', a histogram was wielded to exhibit the **PAX** in millions.

[Airlines For America | U.S. Airline Traffic and Capacity](#)

<https://MACjac8.wixsite.com/blog-air-safety>

<https://github.com/BVUjac8/Blog-Air-Safety.git>