

Executive Summary

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Executive Summary-AS

Air travel is still the most preferred way to travel as well as US airlines tend to draw in customers or passengers more 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. The same trend is presented in the 'Airline Fatal Incidents' graphic which features US airlines having fewer fatal incidents compared to non-US airlines. Lastly, as observed in the 'Airline Incidents' graphic, a dissimilar scenario is presented to where US airlines have more incidents transpiring compared to non-US airlines. Now, narrowing our scope with US airlines only, three separate graphics were visualized. The first is 'US Airlines Enplaned Passengers 2016-2019' graphic, there was still a monumental portion of customers or passengers partaking in flight whether domestically or internationally in the duration of four years. Although, a span of five years is more favorable (profitable-wise), if the year 2020 was entailed into the graphic, a downward spiral or negative gain would have been showcased. Fortunately, the next two graphics highlight the year 2019 (before steering to the negatives of the COVID-19 pandemic by global proportions) of passenger revenue domestically as well as internationally for US airlines. In the 'US Airlines Passenger Revenue Domestic 2019' graphic, it illuminates several US airlines who were flying domestically (within the US) still made a profitable margin of about \$96,000. Finally, in the 'US Airlines Passenger Revenue International 2019' graphic, made a somewhat sizable frame of around \$39,000. 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 blue-green hue with variant colors presented in the pie chart and donut plot. The blue tint hinted to more of global operations of airways while the green tone symbolized currency.

Lastly, for the visualizations, 'Airline Fatalities' had a tree map to display airline fatalities. For 'Airline Fatal Incidents', a waterfall chart was harnessed from decreasing to increasing of airline fatal incidents. For 'Airline Incidents', a step chart was exploited from ascending to descending of airline incidents. For 'US Airlines Enplaned Passengers 2016-2019', a stacked bar from ascending to descending was utilized for the years 2016 to 2019. For 'US Airlines Passenger Revenue Domestic 2019', a pie chart was employed to project the profits for the year 2019 for US airlines in domestic travel. Finally, for 'US Airlines Passenger Revenue International 2019', a donut plot was wielded to exhibit the profits for the year 2019 for US airlines in international travel.

[web.mit.edu/airlinedata/www/2019 12 Month Documents/Traffic and Capacity/System Total/System Total Enplaned Passengers.htm](http://web.mit.edu/airlinedata/www/2019%2012%20Month%20Documents/Traffic%20and%20Capacity/System%20Total/System%20Total%20Enplaned%20Passengers.htm)

[web.mit.edu/airlinedata/www/2019 12 Month Documents/Traffic and Capacity/Domestic/Passenger Revenue -- Domestic Operations.htm](http://web.mit.edu/airlinedata/www/2019%2012%20Month%20Documents/Traffic%20and%20Capacity/Domestic/Passenger%20Revenue%20--%20Domestic%20Operations.htm)

[web.mit.edu/airlinedata/www/2019 12 Month Documents/Traffic and Capacity/International/Passenger Revenue -- International Operations.htm](http://web.mit.edu/airlinedata/www/2019%2012%20Month%20Documents/Traffic%20and%20Capacity/International/Passenger%20Revenue%20--%20International%20Operations.htm)

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