In preparing this executive summary, I wanted to focus on one major idea. That is, that the number of bad things that are happening (plane crashes, fatalities, or plane crashes that involve fatalities) are going down. This is true no matter how you measure it.

I wanted to further drive the point home by comparing the data that is out there about the number of incidents, fatalities, and fatal accidents to the number of total flights. Thile the former has been decreasing, the latter has been increasing.

This divergent behavior shows flying has gotten safer, over the last 30 years. On the summary page of the slides, I did the calculations for how much safer flying really has become.

As far as the visualizations go, I wanted to use something that compares the magnitude of the change. My first thought was a bar chart, but that has a tendency to not fill a slide ver well. It also means that you need to have axes, and they have to be labeled. I thought this would lead to more ink and less data, so I went a different route. I instead found that displaying the relative size using large circles shows the magnitude of the difference better. This also means that I did not need to include axes on the charts.

I made these decisions because I wanted to have a few simple visuals to remember.

The final summary slide helped to put the size visualizations into perspective, by combining the data from the circle chart and the flight count area chart into useful information about safety numbers.

References:

*Air Transport, Registered Carrier Departures Worldwide | Data*. https://data.worldbank.org/indicator/IS.AIR.DPRT?end=2014&start=1985. Accessed 28 June 2020.