

# Prediction of Animal Strike on US Commercial Flights

**Final Paper for the CEU MSc in Business Analytics program**

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# 1 Introduction

The structure of the document follows the Cross Industry Standard Process for Data Mining (CRISP-DM) process model, which is a non-proprietary, documented, and freely available data mining model (Shearer 2000). Whenever the model sections can be matched to (and can fulfill) the requirements stated by CEU for the Final Paper I'm using the appropriate section identified by the CRIPS-DM model. Please keep in mind that the model supports the full end-to-end process of a data mining project, but the project does not require the use of all the model elements.

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## **2 Business Understanding**

### **2.1 Determine Business Objectives**

#### **2.1.1 Business Objectives**

There are two main objectives what the project is aiming to complete.

1. Create a statistical analysis to identify those reasons (based on the data available), which are determining the the risk of an animal strike for an airport.
2. Create a prediction model, which can be used to predict the risk of an animal strike for a given flight.

The result of the statistical analysis could be used in the completion of the model building and evaluation the recommended order of the completion is the order of the objectives stated above.

#### **2.1.2 Business Success Criteria**

- Identification of features determining the risk potential of an airport
- Working model for animal strike prediction

### **2.2 Assess Situation**

#### **2.2.1 Inventory of Resources**

- Flight Data
- Animal Strike Data
- R
- Buckets

#### **2.2.2 Requirements, Assumptions, and Constraints**

- Additional Requirements:
  - No additional requirements identified on top of the requirements already stated in this document.
- Assumptions
  - No initial assumptions made.
- Constraints
  - No initial hard constraints identified.

#### **2.2.3 Risks and Contingencies**

- Risks
  - No initial risks identified
- Contingencies
  - No initial contingencies identified

#### **2.2.4 Terminology**

The project is using different terminologies from the different domains. The terms/definitions used will not be marked or explained in details, if based on the context the reader can easily identify the domain of the particular term. In case there are uncertainties about a term (and it's not explained in the paper), the following sources can be used for the definitions:

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- Aviation:
    - Aviation Terms / Directory: <http://www.aviation-terms.com/index2.php>
    - Aviation Glossary: <http://www.aerofiles.com/glossary.html>
    - Aviation Glossaries: [https://www.flightsimaviation.com/\\_glossaries.html?s=aviation\\_terms](https://www.flightsimaviation.com/_glossaries.html?s=aviation_terms)
  - Data Mining
    - Data Mining Glossary: <http://www.thearling.com/glossary.htm>
    - Data Mining - Terminologies: [https://www.tutorialspoint.com/data\\_mining/dm\\_terminologies.htm](https://www.tutorialspoint.com/data_mining/dm_terminologies.htm)
    - Data Mining and Predictive Analytics Glossary: <http://www.kdnuggets.com/2015/06/data-mining-predictive-analytics-glossary.html>
  - Data Science / Big Data
    - Data Science Glossary: <http://www.datascienceglossary.org/>
    - Analytics and Big Data Glossary: <http://data-informed.com/glossary-of-big-data-terms/>
    - Data Science Glossary: <http://www.kdnuggets.com/2015/09/data-science-glossary.html>

### 2.2.5 Costs and Benefits

This is a one-man project, no significant cost is expected. Main benefit is to put to and almost end-to-end scenario the topics covered during the courses and discovering bits and bolts of the techniques for creating the project.

## 2.3 Determine Data Mining Goals

### 2.3.1 Data Mining Goals

- Understand, Analyse, Clean and Merge the source data correctly
- Create the required attributes
- Generate the required records (if applicable)

### 2.3.2 Data Mining Success Criteria

- Identification of featured determining the risk potential of an airport
- Working model for animal strike prediction

## 2.4 Produce Project Plan

### 2.4.1 Project Plan

The project is managed in an agile way, where all the tasks, requirements, issues, solutions, and ideas are kept in a project at [buckets](#).

### 2.4.2 Initial Assessment of Tools and Techniques

- Programming language:
  - R: <https://www.r-project.org/>
- IDE for the programming language:
  - RStudio: <https://www.rstudio.com/>
- Documentation is created using:
  - knitr: <https://yihui.name/knitr/>
  - MiKTeX: <https://miktex.org/>
  - ReporteRs: <https://cran.r-project.org/web/packages/ReporteRs/index.html>
- Data visualization:

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- ggplot2: <http://ggplot2.org/>
  - Data manipulation:
    - access2csv: <https://github.com/AccelerationNet/access2csv>
    - dtplyr: <https://cran.r-project.org/web/packages/dtplyr/index.html>
  - Project plan / task management:
    - Buckets: <https://www.buckets.co/>
  - Source code repository:
    - GitHub: <https://github.com/>

*Note: The list above do not contain the list of all the tools and packages used to create the project, but the full list will be provided in the source code.*

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## 3 Data Understanding

### 3.1 Collect Initial Data

#### 3.1.1 Initial Data Collection Report

There have been multiple data sources acquired in the initial phase of the project. These sources are the following:

##### 3.1.1.1 Federal Aviation Administration

- Data source: [Wildlife Strike Database](#)
- The FAA provides the database as a compressed Microsoft Access file.
- The database version used is Version 2016.4-P (as of 24-10-2016).
- The database contains 180,177 Strike Reports from 1-1-1990 through 30-4-2016.
- The compressed file size is 44,730,852 bytes.
- The uncompressed Microsoft Access database file size is 193,495,040 bytes.
- The extracted tables are:
  - STRIKE\_REPORTS (1990-1999) - 30082 rows - CSV size is 21,523,668 bytes
  - STRIKE\_REPORTS (2000-2009) - 69960 rows - CSV size is 51,833,820 bytes.
  - STRIKE\_REPORTS (2010-Current) - 70577 rows - CSV size is 53,973,874 bytes.
  - STRIKE\_REPORTS\_BASH (1990-Current).csv - 8046 rows - CSV size is 5,412,394 bytes.

##### 3.1.1.2 United States Department of Transportation

- Data source: [Bureau of Transportation Statistics](#)
- The BTS provides the database as separate compressed CSV files. One file contains data of one month.
- The timestamp of the first CSV file available is 1-1-1987.
- The timestamp of the first data available is 1-10-1987.
- The timestamp of the last data acquired from BTS in the project is 31-12-2016.
- The number of files is 360.
  - Compressed size of the files is 6,196,385,360 bytes.
  - Uncompressed size of the files is 71,146,030,010 bytes.
- The download speed of the public access to these files seems to be limited, which needs to be taken into account in case of reproducing the results.

##### 3.1.1.3 Federal Aviation Administration

- Data source: [Airport Data & Contact Information](#)
- The FAA provides the database as a tabulator separated csv file.
- The database used is as current as of 25-05-2017.
- The database used contains the details of 19,601 airport facilities.
- The file size is 10,490,580 bytes.

### 3.2 Describe Data

#### 3.2.1 Data Description Report

The data sources have the following column explanations, which is attached to the downloaded files or can be downloaded separately, by the data provider agencies.

##### 3.2.1.1 Animal Strike Data

| Column name       | Explanation of Column Name and Codes   |
|-------------------|--|
| INDEX NR          | Individual record number   |
| OPID              | Airline operator code  |
| OPERATOR          | A three letter International Civil Aviation Organization code for aircraft operators. (BUS = business, PVT = private aircraft other than business, GOV = government aircraft, MIL - military aircraft.)          |
| ATYPE             | Aircraft   |
| AMA               | International Civil Aviation Organization code for Aircraft Make   |
| AMO               | International Civil Aviation Organization code for Aircraft Model  |
| EMA               | Engine Make Code (see Engine Codes tab below)  |
| EMO               | Engine Model Code (see Engine Codes tab below)   |
| AC_CLASS          | Type of aircraft (see Aircraft Type tab below)   |
| AC_MASS           | 1 = 2,250 kg or less: 2 = ,2251-5700 kg: 3 = 5,701-27,000 kg: 4 = 27,001-272,000 kg: 5 = above 272,000 kg  |
| NUM_ENGS          | Number of engines  |
| TYPE_ENG          | Type of power A = reciprocating engine (piston): B = Turbojet: C = Turboprop: D = Turbofan: E = None (glider): F = Turboshift (helicopter): Y = Other  |
| ENG_1_POS         | Where engine # 1 is mounted on aircraft (see Engine Position tab below)  |
| ENG_2_POS         | Where engine # 2 is mounted on aircraft (see Engine Position tab below)  |
| ENG_3_POS         | Where engine # 3 is mounted on aircraft (see Engine Position tab below)  |
| ENG_4_POS         | Where engine # 4 is mounted on aircraft (see Engine Position tab below)  |
| REG               | Aircraft registration  |
| FLT               | Flight number  |
| REMAINS_COLLECTED | Indicates if bird or wildlife remains were found and collected   |
| REMAINS_SENT      | Indicates if remains were sent to the Smithsonian Institution for identification   |
| INCIDENT_DATE     | Date strike occurred   |
| INCIDENT_MONTH    | Month strike occurred  |
| INCIDENT_YEAR     | Year strike occurred   |
| TIME_OF_DAY       | Light conditions   |
| TIME              | Hour and minute in local time  |
| AIRPORT_ID        | International Civil Aviation Organization airport identifier for location of strike whether it was on or off airport   |
| AIRPORT           | Name of airport  |
| STATE             | State  |
| FAAREGION         | FAA Region where airport is located  |
| ENROUTE           | If strike did not occur on approach, climb, landing roll, taxi or take-off, aircraft was enroute. This shows location.   |
| RUNWAY            | Runway   |
| LOCATION          | Various information about aircraft location if enroute or airport where strike evidence was found. Some locations show the two airports for the flight departure and arrival if pilot was unaware of the strike. |
| HEIGHT            | Feet Above Ground Level  |
| SPEED             | Knots (indicated air speed)  |
| DISTANCE          | Miles from airport   |
| PHASE_OF_FLT      | Phase of flight during which strike occurred   |

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| Column name   | Explanation of Column Name and Codes   |
|---------------|--|
| DAMAGE        | Blank - Unknown; M = minor - When the aircraft can be rendered airworthy by simple repairs or replacements and an extensive inspection is not necessary.; M? = uncertain level - The aircraft was damaged, but details as to the extent of the damage are lacking.; S = substantial - When the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.; D = Destroyed - When the damage sustained makes it inadvisable to restore the aircraft to an airworthy condition. |
| STR_RAD       | Struck radome  |
| DAM_RAD       | Damaged radome   |
| STR_WINDSHLD  | Struck windshield  |
| DAM_WINDSHLD  | Damaged windshield   |
| STR_NOSE      | Struck nose  |
| DAM_NOSE      | Damaged nose   |
| STR_ENG1      | Struck Engine 1  |
| DAM_ENG1      | Damaged Engine 1   |
| STR_ENG2      | Struck Engine 2  |
| DAM_ENG2      | Damaged Engine 2   |
| STR_ENG3      | Struck Engine 3  |
| DAM_ENG3      | Damaged Engine 3   |
| STR_ENG4      | Struck Engine 4  |
| DAM_ENG4      | Damaged Engine 4   |
| INGESTED      | Engine ingested the bird/ animal   |
| STR_PROP      | Struck Propeller   |
| DAM_PROP      | Damaged Propeller  |
| STR_WING_ROT  | Struck Wing or Rotor   |
| DAM_WING_ROT  | Damaged Wing or Rotor  |
| STR_FUSE      | Struck Fuselage  |
| DAM_FUSE      | Damaged Fuselage   |
| STR_LG        | Struck Landing Gear  |
| DAM_LG        | Damaged Landing Gear   |
| STR_TAIL      | Struck Tail  |
| DAM_TAIL      | Damaged Tail   |
| STR_LGHTS     | Struck Lights  |
| DAM_LGHTS     | Damaged Lights   |
| STR_OTHER     | Struck Other than parts shown above  |
| DAM_OTHER     | Damaged Other than parts shown above   |
| OTHER_SPECIFY | What part was struck other than those listed above   |
| EFFECT        | Effect on flight   |
| EFFECT_OTHER  | Effect on flight other than those listed on the form   |
| SKY           | Type of cloud cover, if any  |
| PRECIP        | Precipitation  |
| SPECIES_ID    | International Civil Aviation Organization code for type of bird or other wildlife  |
| SPECIES       | Common name for bird or other wildlife   |
| BIRDS_SEEN    | Number of birds/wildlife seen by pilot   |
| BIRDS_STRUCK  | Number of birds/wildlife struck  |
| SIZE          | Size of bird as reported by pilot is a relative scale. Entry should reflect the perceived size as opposed to a scientifically determined value. If more than one species was struck, larger bird is entered.   |
| WARNED        | Pilot warned of birds/wildlife   |

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| Column name           | Explanation of Column Name and Codes   |
|-----------------------|--|
| COMMENTS              | As entered by database manager. Can include name of aircraft owner, types of reports received, updates, etc.   |
| REMARKS               | Most of remarks are from the form but some are data entry notes and are usually in parentheses.  |
| AOS                   | Time aircraft was out of service in hours. If unknown, it is blank.  |
| COST_REPAIRS          | Estimated cost of repairs of replacement in dollars (USD)  |
| COST_OTHER            | Estimated other costs, other than those in previous field in dollars (USD). May include loss of revenue, hotel expenses due to flight cancellation, costs of fuel dumped, etc. |
| COST_REPAIRS_INFL_ADJ | Costs adjusted for inflation   |
| COST_OTHER_INFL_ADJ   | Other cost adjusted for inflation  |
| REPORTED_NAME         | Name(s) of person(s) filing report   |
| REPORTED_TITLE        | Title(s) of person(s) filing report  |
| REPORTED_DATE         | Date report was written  |
| SOURCE                | Type of report. Note: for multiple types of reports this will be indicated as Multiple. See “Comments” field for details   |
| PERSON                | Only one selection allowed. For multiple reports, see field “Reported Title”   |
| NR_INJURIES           | Number of people injured   |
| NR_FATALITIES         | Number of human fatalities   |
| LUPDATE               | Last time record was updated   |
| TRANSFER              | Unused field at this time  |
| INDICATED_DAMAGE      | Indicates whether or not aircraft was damaged  |

### 3.2.1.2 Flight Data

| Column name        | Explanation of Column Name and Codes  |
|--------------------|---|
| Year               | Year  |
| Quarter            | Quarter (1-4)   |
| Month              | Month   |
| DayofMonth         | Day of Month  |
| DayOfWeek          | Day of Week   |
| FlightDate         | Flight Date (yyyymmdd)  |
| UniqueCarrier      | Unique Carrier Code. When the same code has been used by multiple carriers, a numeric suffix is used for earlier users, for example, PA, PA(1), PA(2). Use this field for analysis across a range of years.   |
| AirlineID          | An identification number assigned by US DOT to identify a unique airline (carrier). A unique airline (carrier) is defined as one holding and reporting under the same DOT certificate regardless of its Code, Name, or holding company/corporation. |
| Carrier            | Code assigned by IATA and commonly used to identify a carrier. As the same code may have been assigned to different carriers over time, the code is not always unique. For analysis, use the Unique Carrier Code.                                   |
| TailNum            | Tail Number   |
| FlightNum          | Flight Number   |
| OriginAirportID    | Origin Airport, Airport ID. An identification number assigned by US DOT to identify a unique airport. Use this field for airport analysis across a range of years because an airport can change its airport code and airport codes can be reused.   |
| OriginAirportSeqID | Origin Airport, Airport Sequence ID. An identification number assigned by US DOT to identify a unique airport at a given point of time. Airport attributes, such as airport name or coordinates, may change over time.                              |

| Column name          | Explanation of Column Name and Codes   |
|----------------------|--|
| OriginCityMarketID   | Origin Airport, City Market ID. City Market ID is an identification number assigned by US DOT to identify a city market. Use this field to consolidate airports serving the same city market.  |
| Origin               | Origin Airport   |
| OriginCityName       | Origin Airport, City Name  |
| OriginState          | Origin Airport, State Code   |
| OriginStateFips      | Origin Airport, State Fips   |
| OriginStateName      | Origin Airport, State Name   |
| OriginWac            | Origin Airport, World Area Code  |
| DestAirportID        | Destination Airport, Airport ID. An identification number assigned by US DOT to identify a unique airport. Use this field for airport analysis across a range of years because an airport can change its airport code and airport codes can be reused. |
| DestAirportSeqID     | Destination Airport, Airport Sequence ID. An identification number assigned by US DOT to identify a unique airport at a given point of time. Airport attributes, such as airport name or coordinates, may change over time.                            |
| DestCityMarketID     | Destination Airport, City Market ID. City Market ID is an identification number assigned by US DOT to identify a city market. Use this field to consolidate airports serving the same city market.   |
| Dest                 | Destination Airport  |
| DestCityName         | Destination Airport, City Name   |
| DestState            | Destination Airport, State Code  |
| DestStateFips        | Destination Airport, State Fips  |
| DestStateName        | Destination Airport, State Name  |
| DestWac              | Destination Airport, World Area Code   |
| CRSDepTime           | CRS Departure Time (local time: hhmm)  |
| DepTime              | Actual Departure Time (local time: hhmm)   |
| DepDelay             | Difference in minutes between scheduled and actual departure time. Early departures show negative numbers.   |
| DepDelayMinutes      | Difference in minutes between scheduled and actual departure time. Early departures set to 0.  |
| DepDel15             | Departure Delay Indicator, 15 Minutes or More (1=Yes)  |
| DepartureDelayGroups | Departure Delay intervals, every (15 minutes from <-15 to >180)  |
| DepTimeBlk           | CRS Departure Time Block, Hourly Intervals   |
| TaxiOut              | Taxi Out Time, in Minutes  |
| WheelsOff            | Wheels Off Time (local time: hhmm)   |
| WheelsOn             | Wheels On Time (local time: hhmm)  |
| TaxiIn               | Taxi In Time, in Minutes   |
| CRSArrTime           | CRS Arrival Time (local time: hhmm)  |
| ArrTime              | Actual Arrival Time (local time: hhmm)   |
| ArrDelay             | Difference in minutes between scheduled and actual arrival time. Early arrivals show negative numbers.   |
| ArrDelayMinutes      | Difference in minutes between scheduled and actual arrival time. Early arrivals set to 0.  |
| ArrDel15             | Arrival Delay Indicator, 15 Minutes or More (1=Yes)  |
| ArrivalDelayGroups   | Arrival Delay intervals, every (15-minutes from <-15 to >180)  |
| ArrTimeBlk           | CRS Arrival Time Block, Hourly Intervals   |
| Cancelled            | Cancelled Flight Indicator (1=Yes)   |
| CancellationCode     | Specifies The Reason For Cancellation  |
| Diverted             | Diverted Flight Indicator (1=Yes)  |
| CRSElapsedTime       | CRS Elapsed Time of Flight, in Minutes   |
| ActualElapsedTime    | Elapsed Time of Flight, in Minutes   |
| AirTime              | Flight Time, in Minutes  |

| Column name          | Explanation of Column Name and Codes   |
|----------------------|--|
| Flights              | Number of Flights  |
| Distance             | Distance between airports (miles)  |
| DistanceGroup        | Distance Intervals, every 250 Miles, for Flight Segment  |
| CarrierDelay         | Carrier Delay, in Minutes  |
| WeatherDelay         | Weather Delay, in Minutes  |
| NASDelay             | National Air System Delay, in Minutes  |
| SecurityDelay        | Security Delay, in Minutes   |
| LateAircraftDelay    | Late Aircraft Delay, in Minutes  |
| FirstDepTime         | First Gate Departure Time at Origin Airport  |
| TotalAddGTime        | Total Ground Time Away from Gate for Gate Return or Cancelled Flight   |
| LongestAddGTime      | Longest Time Away from Gate for Gate Return or Cancelled Flight  |
| DivAirportLandings   | Number of Diverted Airport Landings  |
| DivReachedDest       | Diverted Flight Reaching Scheduled Destination Indicator (1=Yes)   |
| DivActualElapsedTime | Elapsed Time of Diverted Flight Reaching Scheduled Destination, in Minutes. The ActualElapsedTime column remains NULL for all diverted flights.                                  |
| DivArrDelay          | Difference in minutes between scheduled and actual arrival time for a diverted flight reaching scheduled destination. The ArrDelay column remains NULL for all diverted flights. |
| DivDistance          | Distance between scheduled destination and final diverted airport (miles). Value will be 0 for diverted flight reaching scheduled destination.                                   |
| Div1Airport          | Diverted Airport Code1   |
| Div1AirportID        | Airport ID of Diverted Airport 1. Airport ID is a Unique Key for an Airport  |
| Div1AirportSeqID     | Airport Sequence ID of Diverted Airport 1. Unique Key for Time Specific Information for an Airport   |
| Div1WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code1  |
| Div1TotalGTime       | Total Ground Time Away from Gate at Diverted Airport Code1   |
| Div1LongestGTime     | Longest Ground Time Away from Gate at Diverted Airport Code1   |
| Div1WheelsOff        | Wheels Off Time (local time: hhmm) at Diverted Airport Code1   |
| Div1TailNum          | Aircraft Tail Number for Diverted Airport Code1  |
| Div2Airport          | Diverted Airport Code2   |
| Div2AirportID        | Airport ID of Diverted Airport 2. Airport ID is a Unique Key for an Airport  |
| Div2AirportSeqID     | Airport Sequence ID of Diverted Airport 2. Unique Key for Time Specific Information for an Airport   |
| Div2WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code2  |
| Div2TotalGTime       | Total Ground Time Away from Gate at Diverted Airport Code2   |
| Div2LongestGTime     | Longest Ground Time Away from Gate at Diverted Airport Code2   |
| Div2WheelsOff        | Wheels Off Time (local time: hhmm) at Diverted Airport Code2   |
| Div2TailNum          | Aircraft Tail Number for Diverted Airport Code2  |
| Div3Airport          | Diverted Airport Code3   |
| Div3AirportID        | Airport ID of Diverted Airport 3. Airport ID is a Unique Key for an Airport  |
| Div3AirportSeqID     | Airport Sequence ID of Diverted Airport 3. Unique Key for Time Specific Information for an Airport   |
| Div3WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code3  |
| Div3TotalGTime       | Total Ground Time Away from Gate at Diverted Airport Code3   |
| Div3LongestGTime     | Longest Ground Time Away from Gate at Diverted Airport Code3   |
| Div3WheelsOff        | Wheels Off Time (local time: hhmm) at Diverted Airport Code3   |
| Div3TailNum          | Aircraft Tail Number for Diverted Airport Code3  |
| Div4Airport          | Diverted Airport Code4   |
| Div4AirportID        | Airport ID of Diverted Airport 4. Airport ID is a Unique Key for an Airport  |
| Div4AirportSeqID     | Airport Sequence ID of Diverted Airport 4. Unique Key for Time Specific Information for an Airport   |
| Div4WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code4  |

| Column name      | Explanation of Column Name and Codes   |
|------------------|--|
| Div4TotalGTime   | Total Ground Time Away from Gate at Diverted Airport Code4   |
| Div4LongestGTime | Longest Ground Time Away from Gate at Diverted Airport Code4                                       |
| Div4WheelsOff    | Wheels Off Time (local time: hhmm) at Diverted Airport Code4                                       |
| Div4TailNum      | Aircraft Tail Number for Diverted Airport Code4  |
| Div5Airport      | Diverted Airport Code5   |
| Div5AirportID    | Airport ID of Diverted Airport 5. Airport ID is a Unique Key for an Airport                        |
| Div5AirportSeqID | Airport Sequence ID of Diverted Airport 5. Unique Key for Time Specific Information for an Airport |
| Div5WheelsOn     | Wheels On Time (local time: hhmm) at Diverted Airport Code5  |
| Div5TotalGTime   | Total Ground Time Away from Gate at Diverted Airport Code5   |
| Div5LongestGTime | Longest Ground Time Away from Gate at Diverted Airport Code5                                       |
| Div5WheelsOff    | Wheels Off Time (local time: hhmm) at Diverted Airport Code5                                       |
| Div5TailNum      | Aircraft Tail Number for Diverted Airport Code5  |

### 3.2.1.3 Airport Data

| Column name    | Explanation of Column Name and Codes   |
|----------------|--|
| SiteNumber     | Landing facility site number - a unique identifying number which, together with the landing facility type code, forms the key to the airport record. (ex. 04508.*A)  |
| Type           | Landing facility type. (ex. Airport, Balloonport, Seaplane Base, Gliderport, Heliport, Stolport, Ultralight)   |
| LocationID     | Location identifier unique 3-4 character alphanumeric identifier assigned to the landing facility. (ex. 'ORD' for Chicago O'Hare)  |
| EffectiveDate  | Information effective date (mm/dd/yyyy). This date coincides with the 56-day charting and publication cycle date.  |
| Region         | FAA region code. (ex. AAL - Alaska, ACE - Central, AEA - Eastern, AGL - Great Lakes, AIN - International, ANE - New England, ANM - Northwest Mountain, ASO - Southern, ASW - Southwest, AWP - Western-Pacific) |
| DistrictOffice | FAA district or field office code. (ex. CHI)   |
| State          | Associated state post office code standard two letter abbreviation for u.s. states and territories. (ex. IL, PR, CQ)   |
| StateName      | Associated state name. (ex. Illinois)  |
| County         | Associated county (or parish) name. (ex. Cook)   |
| CountyState    | Associated county's state (post office code) state where the associated county is located; may not be the same as the associated city's state code. (ex. IL)   |
| City           | Associated city name. (ex. Chicago)  |
| FacilityName   | Official facility name. (ex. Chicago O'Hare Intl)  |
| Ownership      | Airport ownership type. (ex. PU - publicly owned, PR - privately owned, MA - air force owned, MN - navy owned, MR - army owned)  |
| Use            | Facility use. (ex. PU - open to the public, PR - private)  |
| Owner          | Facility owner's name.   |
| OwnerAddress   | Owner's address.   |
| OwnerCSZ       | Owner's city, state and zip code.  |
| OwnerPhone     | Owner's phone number. (data formats: nnn-xxx-xxxx (area code + phone number), 1-xxx-xxxx (dial 1-800 then number), 8-xxx-xxxx (dial 800 then number))  |
| Manager        | Facility manager's name.   |
| ManagerAddress | Manager's address.   |

| Column name                | Explanation of Column Name and Codes   |
|----------------------------|--|
| ManagerCSZ                 | Manager's city, state and zip code.  |
| ManagerPhone               | Manager's phone number. (data formats: nnn-nnn-nnnn (area code + phone number), 1-nnn-nnnn (dial 1-800 then number), 8-nnn-nnnn (dial 800 then number))  |
| ARPLatitude                | Airport reference point latitude (formatted).  |
| ARPLatitudeS               | Airport reference point latitude (seconds).  |
| ARPLongitude               | Airport reference point longitude (formatted).   |
| ARPLongitudeS              | Airport reference point longitude (seconds).   |
| ARPMMethod                 | Airport reference point determination method. (ex. E - estimated, S - surveyed)  |
| ARPElevation               | Airport elevation (nearest foot MSL). Elevation is measured at the highest point on the centerline of the usable landing surface. (ex. 1200; -10 for 10 feet below sea level)  |
| ARPElevationMethod         | Airport elevation determination method. (ex. E - estimated, S - surveyed)  |
| MagneticVariation          | Magnetic variation and direction magnetic variation to nearest degree. (ex. 03W)   |
| MagneticVariationYear      | Magnetic variation epoch year. (ex. 1985)  |
| TrafficPatternAltitude     | Traffic pattern altitude (whole feet AGL). (ex. 1000)  |
| ChartName                  | Aeronautical sectional chart on which facility appears. (ex. Washington)   |
| DistanceFromCBD            | Distance from central business district of the associated city to the airport (nearest nautical mile - ex. 08).  |
| DirectionFromCBD           | Direction of airport from central business district of associated city (nearest 1/8 compass point - ex. NE).   |
| LandAreaCoveredByAirport   | Amount of land owned by the airport in acres.  |
| BoundaryARTCCID            | Boundary ARTCC Identifier. The boundary ARTCC is the FAA air route traffic control center within whose published boundaries the airport lies. It may not be the controlling ARTCC for the airport if a letter of agreement exists between the boundary ARTCC and another ARTCC. (ex. ZDC for Washington ARTCC) |
| BoundaryARTCCComputerID    | Boundary ARTCC (FAA) computer identifier. (ex. ZCW for Washington ARTCC)   |
| BoundaryARTCCName          | Boundary ARTCC name. (ex. Washington)  |
| ResponsibleARTCCID         | Responsible ARTCC identifier the responsible ARTCC is the FAA air route traffic control center who has assumed control over the airport through a letter of agreement with the boundary ARTCC. (ex. ZDC for Washington ARTCC)  |
| ResponsibleARTCCComputerID | Responsible ARTCC (FAA) computer identifier. (ex. ZCW for Washington ARTCC)  |
| ResponsibleARTCCName       | Responsible ARTCC name. (ex. Washington)   |
| TieInFSS                   | Tie-in FSS physically located on facility. (ex. Y - tie-in FSS is on the airport, n - tie-in FSS is not on the airport)  |
| TieInFSSID                 | Tie-in flight service station (FSS) identifier. (ex. DCA for Washington FSS)   |
| TieInFSSName               | Tie-in FSS name. (ex. Washington)  |
| AirportToFSSPhoneNumber    | Local phone number from airport to FSS for administrative services   |

| Column name                | Explanation of Column Name and Codes  |
|----------------------------|---|
| TieInFSSTollFreeNumber     | Toll free phone number from airport to FSS for pilot briefing services the data describes the type of toll-free communications and the number to dial. The data formats and their meanings are: 1-nnn-nnnn, dial 1-800- then nnn-nnnn; 8-nnn-nnnn, dial 800 then nnn-nnnn; e-nnnnnnnn, enterprise number dial 0 & ask for enterprise nnnnnnnn; lcnnn-nnnn, local call - dial nnn-nnnn; dl, direct line telephone at the airport - no dialing required; z-nnnnnnnn, zenith number - dial 0 and ask for zenith nnnnnnnn; w-nnnnnnnn, dial 0 and ask for wx nnnnnnnn; c-nnnnnnnn, dial 0 and ask for commerce nnnnnnnn; ld-nnnnnnnn, long distance call - dial (area code) then nnnnnnn; lt-nnnnnnnn, long distal call dial 1-nnnnnnn; 1-wx-brief, dial 1-800-wx-brief; 8-wx-brief, dial 800-wx-brief  |
| AlternateFSSID             | Alternate FSS identifier provides the identifier of a full-time flight service station that assumes responsibility for the airport during the off hours of a part-time primary FSS. (ex. 'DCA' for Washington FSS)  |
| AlternateFSSName           | Alternate FSS name. (ex. 'Washington' for Washington FSS)   |
| AlternateFSSTollFreeNumber | Toll free phone number from airport to FSS for pilot briefing services the data describes the type of toll-free communications and the number to dial. The data formats and their meanings are: 1-nnn-nnnn, dial 1-800- then nnn-nnnn; 8-nnn-nnnn, dial 800 then nnn-nnnn; e-nnnnnnnn, enterprise number dial 0 & ask for enterprise nnnnnnnn; lcnnn-nnnn, local call - dial nnn-nnnn; dl, direct line telephone at the airport - no dialing required; z-nnnnnnnn, zenith number - dial 0 and ask for zenith nnnnnnnn; w-nnnnnnnn, dial 0 and ask for wx nnnnnnnn; c-nnnnnnnn, dial 0 and ask for commerce nnnnnnnn; ld-nnnnnnnn, long distance call - dial (area code) then nnnnnnn; lt-nnnnnnnn, long distal call dial 1-nnnnnnn; 1-wx-brief, dial 1-800-wx-brief; 8-wx-brief, dial 800-wx-brief.   |
| NOTAMFacilityID            | Identifier of the facility responsible for issuing notices to airmen (NOTAMS) and weather information for the airport. (ex. ORD)  |
| NOTAMService               | Availability of NOTAM 'd' service at airport. (ex. Y - yes, N - no)   |
| ActivationDate             | Airport activation date (mm/yyyy). Provides the month and year that the facility was added to the NFDC airport database. Note: this information is only available for those facilities opened since 1981. (ex. 06/1981)   |
| AirportStatusCode          | Airport status code: CI - closed indefinitely; CP - closed permanently; O - operational   |
| CertificationTypeDate      | Airport certification type and date. Format is the class code ('I', 'II', 'III' or 'IV') followed by a one character code A, B, C, D, E, or L, followed by a one character code S or U, followed by the month and year of certification. (ex. 'I A S 07/1980', 'I C S 01/1983' or 'I A U 09/1983'). Codes A, B, C, D, and E are for airports having a full certificate under CFR Part 139, and receiving scheduled air carrier service from carriers certificated by the Civil Aeronautics Board. The A, B, C, D, and E identify the aircraft rescue and firefighting index for the airport. Code L is for airports having limited certification under CFR Part 139. Code S is for Airports receiving scheduled air carrier service from carriers certificated by the Civil Aeronautics Board. Code U is for airports not receiving this scheduled service. |

| Column name              | Explanation of Column Name and Codes   |
|--------------------------|--|
| FederalAgreements        | NPIAS/Federal Agreement Code. A combination of 1 to 7 codes that indicate the type of federal agreements existing at the airport. (ex. NGH). N - national plan of integrated airport systems (NPIAS); B - installation of navigational facilities on privately owned airports under F&E program; G - grant agreements under FAAP/ADAP/AIP; H - compliance with accessibility to the handicapped; P - surplus property agreement under Public Law 289; R - surplus property agreement under Regulation 16-WAA; S - conveyance under section 16, Federal Airport Act of 1946 or Section 23, Airport and Airway Development Act of 1970; V - advance planning agreement under FAAP; X - obligations assumed by transfer; Y - assurances pursuant to Title VI, Civil Rights Act of 1964; Z - conveyance under Section 303(C), Federal Aviation Act of 1958; 1 - grant agreement has expired, however, agreement remains in effect for this facility as long as it is public use. |
| AirspaceDetermination    | Airport airspace analysis determination. (ex. CONDL (conditional), NOT ANALYZED, NO OBJECTION, OBJECTIONABLE)  |
| CustomsAirportOfEntry    | Facility has been designated by the U.S. Treasury as an international airport of entry for customs (ex. Y - yes, N - no)   |
| CustomsLandingRights     | Facility has been designated by the U.S. Treasury as a customs landing rights airport (ex. Y - yes, N - no)  |
| MilitaryJointUse         | Facility has military/civil joint use agreement that allows civil operations at a military airport or military operations at a civil airport (ex. Y - yes, N - no)   |
| MilitaryLandingRights    | Airport has entered into an agreement that grants landing rights to the military (ex. Y - yes, N - no)   |
| InspectionMethod         | Airport inspection method. (ex. F - federal, S - state, C - contractor, 1 - 5010-1 public use mail out program, 2 - 5010-2 private use mail out program)   |
| InspectionGroup          | Agency/group performing physical inspection (ex. F - faa airports field personnel, s - state aeronautical personnel, c - private contract personnel, n - owner)  |
| LastInspectionDate       | Last physical inspection date (mmddyyyy)   |
| LastOwnerInformationDate | Last date information request was completed by facility owner or manager (mmddyyyy)  |
| FuelTypes                | Fuel types available for public use at the airport. There can be up to 8 occurrences of a fixed 5 character field (ex. 80__100__100LL115__). 80 - grade 80 gasoline (red), 100 - grade 100 gasoline (green), 100LL - grade 100LL gasoline (low lead blue), 115 - grade 115 gasoline, A - jet A - kerosene, freeze point -40C, A1 - jet A-1 - kerosene, freeze point -50C, A1+ - jet A-1 - kerosene, with icing inhibitor freeze point -50C, B - jet B - wide-cut turbine fuel, freeze point -50C, B+ - jet B - wide-cut turbine fuel with icing inhibitor, freeze point -50C, MOGAS - automotive gasoline.   |
| AirframeRepair           | Airframe repair service availability/type. (ex. MAJOR, MINOR, NONE)  |
| PowerPlantRepair         | Power plant (engine) repair availability/type. (ex. MAJOR, MINOR, NONE)  |
| BottledOxygenType        | Type of bottled oxygen available (value represents high and/or low pressure replacement bottle). (ex. HIGH, LOW, HIGH/LOW, NONE)   |
| BulkOxygenType           | Type of bulk oxygen available (value represents high and/or low pressure cylinders). (ex. HIGH, LOW, HIGH/LOW, NONE)   |
| LightingSchedule         | Airport lighting schedule value is the beginning-ending times (local time) that lights are operated. Format can be 1900-2300, DUSK-0100, ALL, DUSK-DAWN, NONE, etc.  |

| Column name                | Explanation of Column Name and Codes  |
|----------------------------|---|
| BeaconSchedule             | Beacon lighting schedule value is the beginning-ending times (local time) that the rotating airport beacon light is operated. Value can be "SS-SR" (indicating sunset-sunrise), blank, or "SEE RMK", indicating that the details are in a facility remark data entry. |
| ATCT                       | Air traffic control tower located on airport. (ex. Y - yes, N - no)   |
| UNICOMFrequencies          | Unicom frequencies available at the airport there can be up to 6 occurrences of a fixed 7 character field. (ex. 122.700 or 122.700122.800 or NONE)  |
| CTAFFrequency              | Common traffic advisory frequency. (CTAF) (ex. 122.800)   |
| SegmentedCircle            | Segmented circle airport marker system on the airport. (ex. Y - yes, N - no, none)  |
| BeaconColor                | Lens color of operable beacon located on the airport. (ex. CG - clear-green (lighted land airport); CY - clear-yellow (lighted seaplane base); CGY - clear-green-yellow (heliport); SCG - split-clear-green (lighted military airport); C - clear (unlighted la       |
| NonCommercialLandingFee    | Landing fee charged to non-commercial users of airport. (ex. Y - yes, N - no)   |
| MedicalUse                 | Landing facility is used for medical purposes. (ex. Y - yes, N - no)  |
| SingleEngineGA             | Number of single engine general aviation aircraft.  |
| MultiEngineGA              | Number of multi engine general aviation aircraft.   |
| JetEngineGA                | Number of jet engine general aviation aircraft.   |
| HelicoptersGA              | Number of general aviation helicopter.  |
| GlidersOperational         | Number of operational gliders.  |
| MilitaryOperational        | Number operational military aircraft (includingg helicopters).  |
| Ultralights                | Number of ultralight aircraft.  |
| OperationsCommercial       | Commercial services. Scheduled operations by cab-certificated carriers or intrastate carriers.  |
| OperationsCommuter         | Commuter services. Scheduled commuter and cargo carriers.   |
| OperationsAirTaxi          | Air taxi. Air taxi operators carrying passengers, mail, or mail for revenue.  |
| OperationsGALocal          | General aviation local operations. Those operating in the local traffic pattern or within a 20-mile radius of the airport.  |
| OperationsGAItin           | General aviation itinerant operations. Those general aviation operations (excluding commuter or air taxi) not qualifying as local.  |
| OperationsMilitary         | Military aircraft operations.   |
| OperationsDate             | 12-month ending date on which annual operations data in above six field is based (mm/dd/yyyy).  |
| AirportPositionSource      | Airport position source.  |
| AirportPositionSourceDate  | Airport position source date (mm/dd/yyyy).  |
| AirportElevationSource     | Airport elevation source.   |
| AirportElevationSourceDate | Airport elevation source date (mm/dd/yyyy).   |
| ContractFuelAvailable      | Contract fuel available. (ex. Y - yes, N - no)  |
| TransientStorage           | Transient storage. (ex. Y - yes, N - no, none)  |
| OtherServices              | Other services. (ex. Y - yes, N - no, none)   |
| WindIndicator              | Wind direction indicator. (ex. Y - yes, N - no, none)   |
| IcaoIdentifier             | International coding for airport.   |



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### 3.3 Explore Data

#### 3.3.1 Data Exploration Report

Keeping the length of this section reasonable, the exploration report shown here contains the data from 1990. The report for the rest of the data is in the appendix of the final document.

##### 3.3.1.1 Animal Strike Data

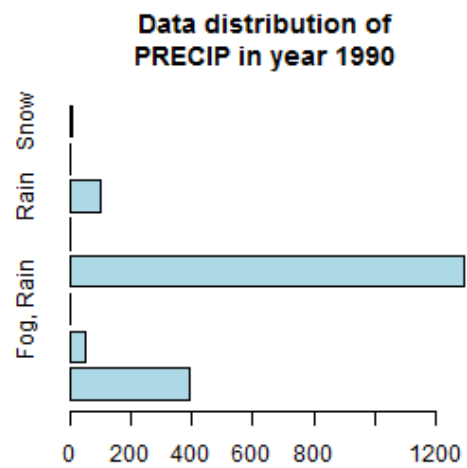
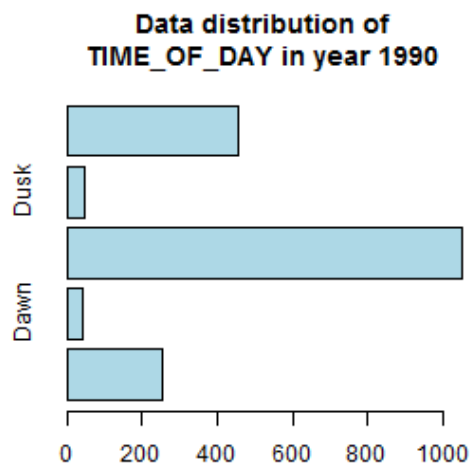
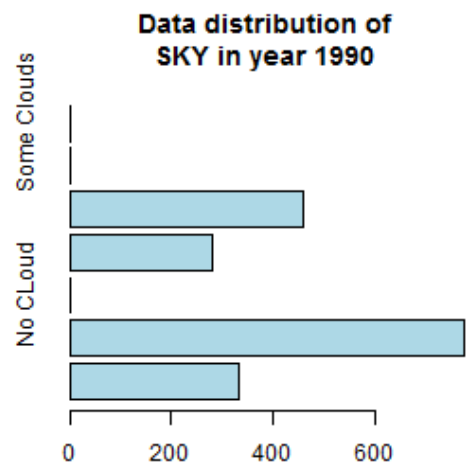
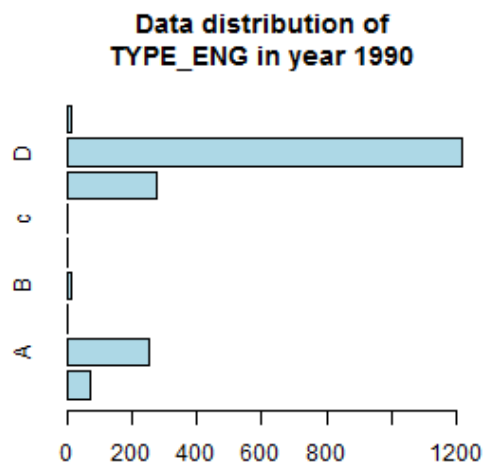
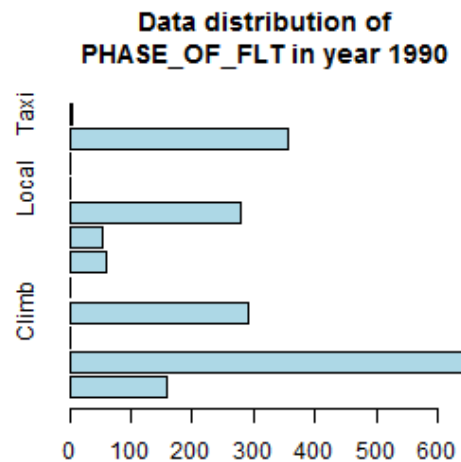
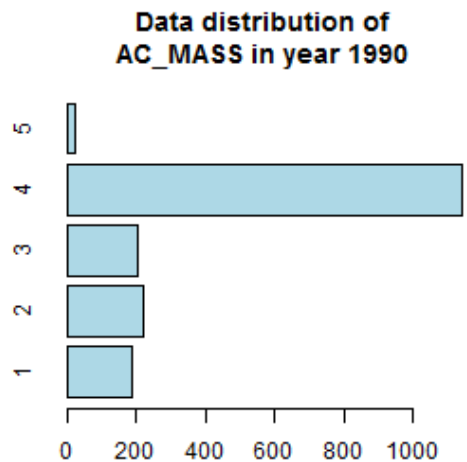
The first summary table shows the number of distinct items for each year regarding the Airline operators, Aircraft, Aircraft types, Aircraft mass types, and Engine types, which have been reported as being affected in an animal strike.

| Year | # of reports | Operators | Aircraft | Aircraft type | Aircraft mass type | Engine type |
|------|--------------|-----------|----------|---------------|--------------------|-------------|
| 1990 | 1847         | 316       | 329      | 4             | 5                  | 9           |

The second summary table shows the number of distinct items for each year regarding the Time of day, Airports, States, Phase of flight, weather conditions (Sky and Precipitation), and the flag for showing if the pilot has been warned or not about birds / wildlife in the reports.

| Year | Time of day | Airports | States | Phase of flight | Sky | Precipitation | Warned |
|------|-------------|----------|--------|-----------------|-----|---------------|--------|
| 1990 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |

The following graphs show the distributions of some of the selected distinct items summarized in the tables above.



### 3.3.1.2 Flight Data

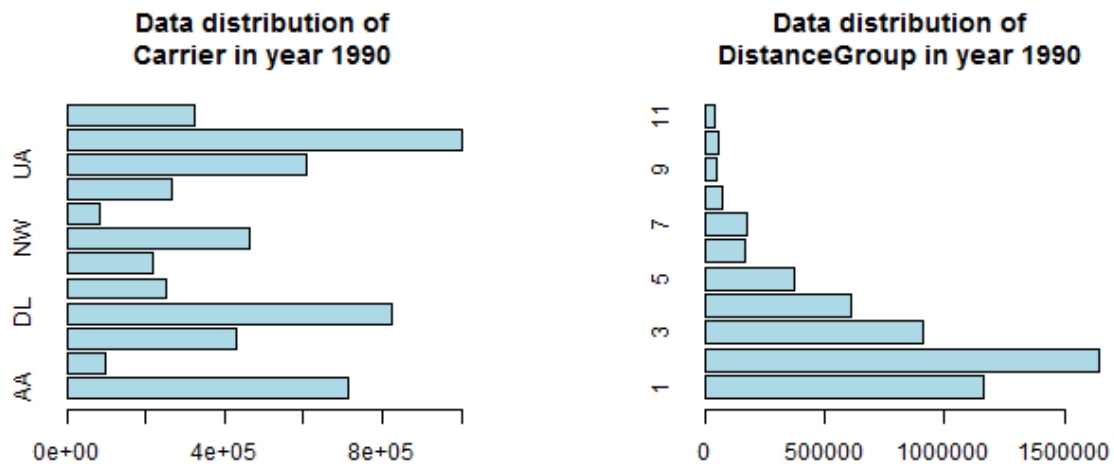
The first summary table shows the number of distinct items for each year regarding the number of records, the carriers, and the origin and the destination airports.

| Year | # of flights | # of carriers | Origin airports | Origin states | Destination airports | Destination states |
|------|--------------|---------------|-----------------|---------------|----------------------|--------------------|
| 1990 | 5270893      | 12            | 235             | 53            | 236                  | 53                 |

The second summary table shows the number of distinct items for each year the departure time group and distance between the airports.

| Year | Departure time block | Distance group |
|------|----------------------|----------------|
| 1990 | 19                   | 11             |

The following graphs show the distributions of some of the selected distinct items summarized in the tables above.



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### 3.3.1.3 Airport Data

The airport data is used only as a reference data source, therefore no data exploration needs to be executed.

## 3.4 Verify Data Quality

### 3.4.1 Data Quality Report

#### 3.4.1.1 Animal Strike Data

The data set provided by the Federal Aviation Administration is a data set based on voluntary strike reporting from airlines, airports, pilots, and other sources. Therefore the quality of the data enormously depends on the goodwill of the reporting source and even with the best intentions there are several quality issues which needs to be addressed later in the project.

- Mixed use of uppercase and lowercase letters/codes
- Mixed use of codes (e.g.: engine type is defined as “A/C”)
- Number of States in the data set is above the actual number of states of the U.S.

The Federal Aviation Administration provides code books for some of the data details in the strike reports. Based on these code books the records with the following values can be removed from the data set, as they are not relevant for the goals of the project.

| Column name | Value  | Reason for removal   |
|-------------|--------|--|
| OPID        | “PVT”  | Record is related of a strike to a privately owned aircraft, not to an aircraft operated by a commercial airline.  |
| OPID        | “BUS”  | Record is related of a strike to a business aircraft, not to an aircraft operated by a commercial airline.   |
| OPID        | “GOV”  | Record is related of a strike to a government aircraft, not to an aircraft operated by a commercial airline.   |
| OPID        | “MIL”  | Record is related of a strike to a military aircraft, not to an aircraft operated by a commercial airline.   |
| OPID        | “UNKC” | Record is related of a strike to an aircraft of an unknown commercial operator. Without this information identification of the flight can’t be done correctly. |
| OPID        | “UNK”  | Record is related of a strike to an aircraft of an unknown operator. Without this information identification of the flight can’t be done correctly.            |
| AC_CLASS    | “B”    | Value stands for helicopter.   |
| AC_CLASS    | “C”    | Value stands for glider.   |
| AC_CLASS    | “D”    | Value stands for balloon.  |
| AC_CLASS    | “F”    | Value stands for dirigible.  |
| AC_CLASS    | “I”    | Value stands for gyroplane.  |
| AC_CLASS    | “J”    | Value stands for ultralight.   |
| AC_CLASS    | “Y”    | Value stands for other.  |
| AC_CLASS    | “Z”    | Value stands for unknown.  |
| AC_CLASS    | “”     | Value is empty.  |
| TYPE_ENG    | “E”    | Value stands for none (glider).  |
| TYPE_ENG    | “F”    | Value stands for turboshaft (helicopter).  |
| TYPE_ENG    | “”     | Value is empty.  |

The strike report itself contains a great deal of details, which can be used in different projects, but for our purposes the following details have to be removed to concentrate on those information, which we expect to be the cause and not the effect of the strike. The following details needs to be removed from the data set in a later stage.

---

| Column name       | Explanation of Column Name and Codes   |
|-------------------|--|
| AMA               | International Civil Aviation Organization code for Aircraft Make   |
| AMO               | International Civil Aviation Organization code for Aircraft Model  |
| EMA               | Engine Make Code   |
| EMO               | Engine Model Code  |
| NUM_ENGS          | Number of engines  |
| ENG_1_POS         | Where engine # 1 is mounted on aircraft  |
| ENG_2_POS         | Where engine # 2 is mounted on aircraft  |
| ENG_3_POS         | Where engine # 3 is mounted on aircraft  |
| ENG_4_POS         | Where engine # 4 is mounted on aircraft  |
| REMAINS_COLLECTED | Indicates if bird or wildlife remains were found and collected   |
| REMAINS_SENT      | Indicates if remains were sent to the Smithsonian Institution for identification   |
| LOCATION          | Various information about aircraft location if enroute or airport where strike evidence was found. Some locations show the two airports for the flight departure and arrival if pilot was unaware of the strike. |
| DAMAGE            | Amount of the damage.  |
| STR_RAD           | Struck radome  |
| DAM_RAD           | Damaged radome   |
| STR_WINDSHLD      | Struck windshield  |
| DAM_WINDSHLD      | Damaged windshield   |
| STR_NOSE          | Struck nose  |
| DAM_NOSE          | Damaged nose   |
| STR_ENG1          | Struck Engine 1  |
| DAM_ENG1          | Damaged Engine 1   |
| STR_ENG2          | Struck Engine 2  |
| DAM_ENG2          | Damaged Engine 2   |
| STR_ENG3          | Struck Engine 3  |
| DAM_ENG3          | Damaged Engine 3   |
| STR_ENG4          | Struck Engine 4  |
| DAM_ENG4          | Damaged Engine 4   |
| INGESTED          | Engine ingested the bird/ animal   |
| STR_PROP          | Struck Propeller   |
| DAM_PROP          | Damaged Propeller  |
| STR_WING_ROT      | Struck Wing or Rotor   |
| DAM_WING_ROT      | Damaged Wing or Rotor  |
| STR_FUSE          | Struck Fuselage  |
| DAM_FUSE          | Damaged Fuselage   |
| STR_LG            | Struck Landing Gear  |
| DAM_LG            | Damaged Landing Gear   |
| STR_TAIL          | Struck Tail  |
| DAM_TAIL          | Damaged Tail   |
| STR_LGHTS         | Struck Lights  |
| DAM_LGHTS         | Damaged Lights   |
| STR_OTHER         | Struck Other than parts shown above  |
| DAM_OTHER         | Damaged Other than parts shown above   |
| OTHER_SPECIFY     | What part was struck other than those listed above   |
| EFFECT            | Effect on flight   |
| EFFECT_OTHER      | Effect on flight other than those listed on the form   |
| SPECIES_ID        | International Civil Aviation Organization code for type of bird or other wildlife  |
| SPECIES           | Common name for bird or other wildlife   |
| BIRDS_SEEN        | Number of birds/wildlife seen by pilot   |

---

| Column name           | Explanation of Column Name and Codes   |
|-----------------------|--|
| BIRDS_STRUCK          | Number of birds/wildlife struck  |
| SIZE                  | Size of bird as reported by pilot is a relative scale. Entry should reflect the perceived size as opposed to a scientifically determined value. If more than one species was struck, larger bird is entered. |
| COMMENTS              | As entered by database manager. Can include name of aircraft owner, types of reports received, updates, etc.   |
| REMARKS               | Most of remarks are from the form but some are data entry notes and are usually in parentheses.  |
| AOS                   | Time aircraft was out of service in hours. If unknown, it is blank.  |
| COST_REPAIRS          | Estimated cost of repairs of replacement in dollars (USD)  |
| COST_OTHER            | Estimated other costs, other than those in previous field in dollars (USD). May include loss of revenue, hotel expenses due to flight cancellation, costs of fuel dumped, etc.                               |
| COST_REPAIRS_INFL_ADJ | Costs adjusted for inflation   |
| COST_OTHER_INFL_ADJ   | Other cost adjusted for inflation  |
| REPORTED_NAME         | Name(s) of person(s) filing report   |
| REPORTED_TITLE        | Title(s) of person(s) filing report  |
| REPORTED_DATE         | Date report was written  |
| SOURCE                | Type of report. Note: for multiple types of reports this will be indicated as Multiple. See "Comments" field for details   |
| PERSON                | Only one selection allowed. For multiple reports, see field "Reported Title"   |
| NR_INJURIES           | Number of people injured   |
| NR_FATALITIES         | Number of human fatalities   |
| LUPDATE               | Last time record was updated   |
| TRANSFER              | Unused field at this time  |
| INDICATED_DAMAGE      | Indicates whether or not aircraft was damaged  |

### 3.4.1.2 Flight Data

The data set provided by the United States Department of Transportation is a data set based on the timetable and the actual flight information collected by various systems. Therefore the quality of the data is significantly better than the data from the Federal Aviation Administration Animal Strike Database, but there are still some possible quality issues which needs to be addressed later in the project after further investigation. These issues include:

- Number of States in the data set is above the actual number of states of the U.S.

The data in the Federal Aviation Administration Animal Strike Database is available only until 30-4-2016, so the flight data needs to be adjusted accordingly.

Similarly to the Federal Aviation Administration Animal Strike Database, the flight performance data set contains a great deal of details as well, which can be used in different projects, but for our purposes the following details have to be removed to concentrate on those information, which we expect to be the cause and not the effect of the strike. The following details needs to be removed from the data set in a later stage.

| Column name   | Explanation of Column Name and Codes  |
|---------------|---|
| UniqueCarrier | Unique Carrier Code. When the same code has been used by multiple carriers, a numeric suffix is used for earlier users, for example, PA, PA(1), PA(2). Use this field for analysis across a range of years.   |
| AirlineID     | An identification number assigned by US DOT to identify a unique airline (carrier). A unique airline (carrier) is defined as one holding and reporting under the same DOT certificate regardless of its Code, Name, or holding company/corporation. |
| TailNum       | Tail Number   |

| Column name          | Explanation of Column Name and Codes   |
|----------------------|--|
| OriginAirportID      | Origin Airport, Airport ID. An identification number assigned by US DOT to identify a unique airport. Use this field for airport analysis across a range of years because an airport can change its airport code and airport codes can be reused.      |
| OriginAirportSeqID   | Origin Airport, Airport Sequence ID. An identification number assigned by US DOT to identify a unique airport at a given point of time. Airport attributes, such as airport name or coordinates, may change over time.                                 |
| OriginCityMarketID   | Origin Airport, City Market ID. City Market ID is an identification number assigned by US DOT to identify a city market. Use this field to consolidate airports serving the same city market.  |
| OriginStateFips      | Origin Airport, State Fips   |
| OriginWac            | Origin Airport, World Area Code  |
| DestAirportID        | Destination Airport, Airport ID. An identification number assigned by US DOT to identify a unique airport. Use this field for airport analysis across a range of years because an airport can change its airport code and airport codes can be reused. |
| DestAirportSeqID     | Destination Airport, Airport Sequence ID. An identification number assigned by US DOT to identify a unique airport at a given point of time. Airport attributes, such as airport name or coordinates, may change over time.                            |
| DestCityMarketID     | Destination Airport, City Market ID. City Market ID is an identification number assigned by US DOT to identify a city market. Use this field to consolidate airports serving the same city market.   |
| DestStateFips        | Destination Airport, State Fips  |
| DestWac              | Destination Airport, World Area Code   |
| CRSDepTime           | CRS Departure Time (local time: hhmm)  |
| DepTime              | Actual Departure Time (local time: hhmm)   |
| DepDelay             | Difference in minutes between scheduled and actual departure time. Early departures show negative numbers.   |
| DepDelayMinutes      | Difference in minutes between scheduled and actual departure time. Early departures set to 0.  |
| DepDel15             | Departure Delay Indicator, 15 Minutes or More (1=Yes)  |
| DepartureDelayGroups | Departure Delay intervals, every (15 minutes from <-15 to >180)  |
| TaxiOut              | Taxi Out Time, in Minutes  |
| WheelsOff            | Wheels Off Time (local time: hhmm)   |
| WheelsOn             | Wheels On Time (local time: hhmm)  |
| TaxiIn               | Taxi In Time, in Minutes   |
| ArrTime              | Actual Arrival Time (local time: hhmm)   |
| ArrDelay             | Difference in minutes between scheduled and actual arrival time. Early arrivals show negative numbers.   |
| ArrDelayMinutes      | Difference in minutes between scheduled and actual arrival time. Early arrivals set to 0.  |
| ArrDel15             | Arrival Delay Indicator, 15 Minutes or More (1=Yes)  |
| ArrivalDelayGroups   | Arrival Delay intervals, every (15-minutes from <-15 to >180)  |
| Cancelled            | Cancelled Flight Indicator (1=Yes)   |
| CancellationCode     | Specifies The Reason For Cancellation  |
| Diverted             | Diverted Flight Indicator (1=Yes)  |
| ActualElapsedTime    | Elapsed Time of Flight, in Minutes   |
| AirTime              | Flight Time, in Minutes  |
| Flights              | Number of Flights  |
| CarrierDelay         | Carrier Delay, in Minutes  |
| WeatherDelay         | Weather Delay, in Minutes  |
| NASDelay             | National Air System Delay, in Minutes  |
| SecurityDelay        | Security Delay, in Minutes   |
| LateAircraftDelay    | Late Aircraft Delay, in Minutes  |

| Column name          | Explanation of Column Name and Codes   |
|----------------------|--|
| FirstDepTime         | First Gate Departure Time at Origin Airport  |
| TotalAddGTime        | Total Ground Time Away from Gate for Gate Return or Cancelled Flight   |
| LongestAddGTime      | Longest Time Away from Gate for Gate Return or Cancelled Flight  |
| DivAirportLandings   | Number of Diverted Airport Landings  |
| DivReachedDest       | Diverted Flight Reaching Scheduled Destination Indicator (1=Yes)   |
| DivActualElapsedTime | Elapsed Time of Diverted Flight Reaching Scheduled Destination, in Minutes. The ActualElapsedTime column remains NULL for all diverted flights.                                  |
| DivArrDelay          | Difference in minutes between scheduled and actual arrival time for a diverted flight reaching scheduled destination. The ArrDelay column remains NULL for all diverted flights. |
| DivDistance          | Distance between scheduled destination and final diverted airport (miles). Value will be 0 for diverted flight reaching scheduled destination.                                   |
| Div1Airport          | Diverted Airport Code1   |
| Div1AirportID        | Airport ID of Diverted Airport 1. Airport ID is a Unique Key for an Airport  |
| Div1AirportSeqID     | Airport Sequence ID of Diverted Airport 1. Unique Key for Time Specific Information for an Airport   |
| Div1WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code1  |
| Div1TotalGTime       | Total Ground Time Away from Gate at Diverted Airport Code1   |
| Div1LongestGTime     | Longest Ground Time Away from Gate at Diverted Airport Code1   |
| Div1WheelsOff        | Wheels Off Time (local time: hhmm) at Diverted Airport Code1   |
| Div1TailNum          | Aircraft Tail Number for Diverted Airport Code1  |
| Div2Airport          | Diverted Airport Code2   |
| Div2AirportID        | Airport ID of Diverted Airport 2. Airport ID is a Unique Key for an Airport  |
| Div2AirportSeqID     | Airport Sequence ID of Diverted Airport 2. Unique Key for Time Specific Information for an Airport   |
| Div2WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code2  |
| Div2TotalGTime       | Total Ground Time Away from Gate at Diverted Airport Code2   |
| Div2LongestGTime     | Longest Ground Time Away from Gate at Diverted Airport Code2   |
| Div2WheelsOff        | Wheels Off Time (local time: hhmm) at Diverted Airport Code2   |
| Div2TailNum          | Aircraft Tail Number for Diverted Airport Code2  |
| Div3Airport          | Diverted Airport Code3   |
| Div3AirportID        | Airport ID of Diverted Airport 3. Airport ID is a Unique Key for an Airport  |
| Div3AirportSeqID     | Airport Sequence ID of Diverted Airport 3. Unique Key for Time Specific Information for an Airport   |
| Div3WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code3  |
| Div3TotalGTime       | Total Ground Time Away from Gate at Diverted Airport Code3   |
| Div3LongestGTime     | Longest Ground Time Away from Gate at Diverted Airport Code3   |
| Div3WheelsOff        | Wheels Off Time (local time: hhmm) at Diverted Airport Code3   |
| Div3TailNum          | Aircraft Tail Number for Diverted Airport Code3  |
| Div4Airport          | Diverted Airport Code4   |
| Div4AirportID        | Airport ID of Diverted Airport 4. Airport ID is a Unique Key for an Airport  |
| Div4AirportSeqID     | Airport Sequence ID of Diverted Airport 4. Unique Key for Time Specific Information for an Airport   |
| Div4WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code4  |
| Div4TotalGTime       | Total Ground Time Away from Gate at Diverted Airport Code4   |
| Div4LongestGTime     | Longest Ground Time Away from Gate at Diverted Airport Code4   |
| Div4WheelsOff        | Wheels Off Time (local time: hhmm) at Diverted Airport Code4   |
| Div4TailNum          | Aircraft Tail Number for Diverted Airport Code4  |
| Div5Airport          | Diverted Airport Code5   |
| Div5AirportID        | Airport ID of Diverted Airport 5. Airport ID is a Unique Key for an Airport  |
| Div5AirportSeqID     | Airport Sequence ID of Diverted Airport 5. Unique Key for Time Specific Information for an Airport   |



| Column name      | Explanation of Column Name and Codes                         |
|------------------|--|
| Div5WheelsOn     | Wheels On Time (local time: hhmm) at Diverted Airport Code5  |
| Div5TotalGTime   | Total Ground Time Away from Gate at Diverted Airport Code5   |
| Div5LongestGTime | Longest Ground Time Away from Gate at Diverted Airport Code5 |
| Div5WheelsOff    | Wheels Off Time (local time: hhmm) at Diverted Airport Code5 |
| Div5TailNum      | Aircraft Tail Number for Diverted Airport Code5              |

### 3.4.1.3 Airport Data

The data set provided by the Federal Aviation Administration is a data set created based on the Airport Master Record (5010-\*) forms. The following list of issues needs to be corrected in a later stage of the project:

- The LocationID have an apostrophe as the first character, which should be removed for further processing.
- Number of States in the data set is above the actual number of states of the U.S.

The Federal Aviation Administration provides code books for some of the data details in the airport data. Based on these code books the records with the following values can be removed from the data set, as they are not relevant for the goals of the project.

| Column name | Value              | Reason for removal  |
|-------------|--------------------|---|
| TYPE        | “BALLOONPORT”      | Record is indicating a balloon port, not an airport.                  |
| TYPE        | “GLIDERPORT”       | Record is indicating a glider port, not an airport.                   |
| TYPE        | “HELIPORT”         | Record is indicating a helicopter port, not an airport.               |
| TYPE        | “SEAPLANE<br>BASE” | Record is indicating a port for seaplanes, not an airport.            |
| TYPE        | “ULTRALIGHT”       | Record is indicating a port for ultralight airplanes, not an airport. |

Similarly to the previous data sets this data set contains a great deal of details as well, which can be used in different projects, but for our purposes the following details have to be removed.

| Column name    | Explanation of Column Name and Codes  |
|----------------|---|
| SiteNumber     | Landing facility site number - a unique identifying number which, together with the landing facility type code, forms the key to the airport record. (ex. 04508.*A) |
| EffectiveDate  | Information effective date (mm/dd/yyyy). This date coincides with the 56-day charting and publication cycle date.   |
| DistrictOffice | FAA district or field office code. (ex. CHI)  |
| County         | Associated county (or parish) name. (ex. Cook)  |
| CountyState    | Associated county's state (post office code) state where the associated county is located; may not be the same as the associated city's state code. (ex. IL)        |
| Ownership      | Airport ownership type. (ex. PU - publicly owned, PR - privately owned, MA - air force owned, MN - navy owned, MR - army owned)                                     |
| Use            | Facility use. (ex. PU - open to the public, PR - private)   |
| Owner          | Facility owner's name.  |
| OwnerAddress   | Owner's address.  |
| OwnerCSZ       | Owner's city, state and zip code.   |
| OwnerPhone     | Owner's phone number. (data formats: nnn-nnn-nnnn (area code + phone number), 1-nnn-nnnn (dial 1-800 then number), 8-nnn-nnnn (dial 800 then number))               |
| Manager        | Facility manager's name.  |
| ManagerAddress | Manager's address.  |

| Column name                | Explanation of Column Name and Codes   |
|----------------------------|--|
| ManagerCSZ                 | Manager's city, state and zip code.  |
| ManagerPhone               | Manager's phone number. (data formats: nnn-nnn-nnnn (area code + phone number), 1-nnn-nnnn (dial 1-800 then number), 8-nnn-nnnn (dial 800 then number))  |
| ARPLatitude                | Airport reference point latitude (formatted).  |
| ARPLatitudeS               | Airport reference point latitude (seconds).  |
| ARPLongitude               | Airport reference point longitude (formatted).   |
| ARPLongitudeS              | Airport reference point longitude (seconds).   |
| ARPMMethod                 | Airport reference point determination method. (ex. E - estimated, S - surveyed)  |
| ARPElevation               | Airport elevation (nearest foot MSL). Elevation is measured at the highest point on the centerline of the usable landing surface. (ex. 1200; -10 for 10 feet below sea level)  |
| ARPElevationMethod         | Airport elevation determination method. (ex. E - estimated, S - surveyed)  |
| MagneticVariation          | Magnetic variation and direction magnetic variation to nearest degree. (ex. 03W)   |
| MagneticVariationYear      | Magnetic variation epoch year. (ex. 1985)  |
| TrafficPatternAltitude     | Traffic pattern altitude (whole feet AGL). (ex. 1000)  |
| ChartName                  | Aeronautical sectional chart on which facility appears. (ex. Washington)   |
| DistanceFromCBD            | Distance from central business district of the associated city to the airport (nearest nautical mile - ex. 08).  |
| DirectionFromCBD           | Direction of airport from central business district of associated city (nearest 1/8 compass point - ex. NE).   |
| LandAreaCoveredByAirport   | Amount of land owned by the airport in acres.  |
| BoundaryARTCCID            | Boundary ARTCC Identifier. The boundary ARTCC is the FAA air route traffic control center within whose published boundaries the airport lies. It may not be the controlling ARTCC for the airport if a letter of agreement exists between the boundary ARTCC and another ARTCC. (ex. ZDC for Washington ARTCC) |
| BoundaryARTCCComputerID    | Boundary ARTCC (FAA) computer identifier. (ex. ZCW for Washington ARTCC)   |
| BoundaryARTCCName          | Boundary ARTCC name. (ex. Washington)  |
| ResponsibleARTCCID         | Responsible ARTCC identifier the responsible ARTCC is the FAA air route traffic control center who has assumed control over the airport through a letter of agreement with the boundary ARTCC. (ex. ZDC for Washington ARTCC)  |
| ResponsibleARTCCComputerID | Responsible ARTCC (FAA) computer identifier. (ex. ZCW for Washington ARTCC)  |
| ResponsibleARTCCName       | Responsible ARTCC name. (ex. Washington)   |
| TieInFSS                   | Tie-in FSS physically located on facility. (ex. Y - tie-in FSS is on the airport, n - tie-in FSS is not on the airport)  |
| TieInFSSID                 | Tie-in flight service station (FSS) identifier. (ex. DCA for Washington FSS)   |
| TieInFSSName               | Tie-in FSS name. (ex. Washington)  |
| AirportToFSSPhoneNumber    | Local phone number from airport to FSS for administrative services   |

| Column name                | Explanation of Column Name and Codes  |
|----------------------------|---|
| TieInFSSTollFreeNumber     | Toll free phone number from airport to FSS for pilot briefing services the data describes the type of toll-free communications and the number to dial. The data formats and their meanings are: 1-nnn-nnnn, dial 1-800- then nnn-nnnn; 8-nnn-nnnn, dial 800 then nnn-nnnn; e-nnnnnnnn, enterprise number dial 0 & ask for enterprise nnnnnnnn; lcnnn-nnnn, local call - dial nnn-nnnn; dl, direct line telephone at the airport - no dialing required; z-nnnnnnnn, zenith number - dial 0 and ask for zenith nnnnnnnn; w-nnnnnnnn, dial 0 and ask for wx nnnnnnnn; c-nnnnnnnn, dial 0 and ask for commerce nnnnnnnn; ld-nnnnnnnn, long distance call - dial (area code) then nnnnnnn; lt-nnnnnnnn, long distal call dial 1-nnnnnnn; 1-wx-brief, dial 1-800-wx-brief; 8-wx-brief, dial 800-wx-brief  |
| AlternateFSSID             | Alternate FSS identifier provides the identifier of a full-time flight service station that assumes responsibility for the airport during the off hours of a part-time primary FSS. (ex. 'DCA' for Washington FSS)  |
| AlternateFSSName           | Alternate FSS name. (ex. 'Washington' for Washington FSS)   |
| AlternateFSSTollFreeNumber | Toll free phone number from airport to FSS for pilot briefing services the data describes the type of toll-free communications and the number to dial. The data formats and their meanings are: 1-nnn-nnnn, dial 1-800- then nnn-nnnn; 8-nnn-nnnn, dial 800 then nnn-nnnn; e-nnnnnnnn, enterprise number dial 0 & ask for enterprise nnnnnnnn; lcnnn-nnnn, local call - dial nnn-nnnn; dl, direct line telephone at the airport - no dialing required; z-nnnnnnnn, zenith number - dial 0 and ask for zenith nnnnnnnn; w-nnnnnnnn, dial 0 and ask for wx nnnnnnnn; c-nnnnnnnn, dial 0 and ask for commerce nnnnnnnn; ld-nnnnnnnn, long distance call - dial (area code) then nnnnnnn; lt-nnnnnnnn, long distal call dial 1-nnnnnnn; 1-wx-brief, dial 1-800-wx-brief; 8-wx-brief, dial 800-wx-brief.   |
| NOTAMFacilityID            | Identifier of the facility responsible for issuing notices to airmen (NOTAMS) and weather information for the airport. (ex. ORD)  |
| NOTAMService               | Availability of NOTAM 'd' service at airport. (ex. Y - yes, N - no)   |
| ActivationDate             | Airport activation date (mm/yyyy). Provides the month and year that the facility was added to the NFDC airport database. Note: this information is only available for those facilities opened since 1981. (ex. 06/1981)   |
| AirportStatusCode          | Airport status code: CI - closed indefinitely; CP - closed permanently; O - operational   |
| CertificationTypeDate      | Airport certification type and date. Format is the class code ('I', 'II', 'III' or 'IV') followed by a one character code A, B, C, D, E, or L, followed by a one character code S or U, followed by the month and year of certification. (ex. 'I A S 07/1980', 'I C S 01/1983' or 'I A U 09/1983'). Codes A, B, C, D, and E are for airports having a full certificate under CFR Part 139, and receiving scheduled air carrier service from carriers certificated by the Civil Aeronautics Board. The A, B, C, D, and E identify the aircraft rescue and firefighting index for the airport. Code L is for airports having limited certification under CFR Part 139. Code S is for Airports receiving scheduled air carrier service from carriers certificated by the Civil Aeronautics Board. Code U is for airports not receiving this scheduled service. |

| Column name              | Explanation of Column Name and Codes   |
|--------------------------|--|
| FederalAgreements        | NPIAS/Federal Agreement Code. A combination of 1 to 7 codes that indicate the type of federal agreements existing at the airport. (ex. NGH). N - national plan of integrated airport systems (NPIAS); B - installation of navigational facilities on privately owned airports under F&E program; G - grant agreements under FAAP/ADAP/AIP; H - compliance with accessibility to the handicapped; P - surplus property agreement under Public Law 289; R - surplus property agreement under Regulation 16-WAA; S - conveyance under section 16, Federal Airport Act of 1946 or Section 23, Airport and Airway Development Act of 1970; V - advance planning agreement under FAAP; X - obligations assumed by transfer; Y - assurances pursuant to Title VI, Civil Rights Act of 1964; Z - conveyance under Section 303(C), Federal Aviation Act of 1958; 1 - grant agreement has expired, however, agreement remains in effect for this facility as long as it is public use. |
| AirspaceDetermination    | Airport airspace analysis determination. (ex. CONDL (conditional), NOT ANALYZED, NO OBJECTION, OBJECTIONABLE)  |
| CustomsAirportOfEntry    | Facility has been designated by the U.S. Treasury as an international airport of entry for customs (ex. Y - yes, N - no)   |
| CustomsLandingRights     | Facility has been designated by the U.S. Treasury as a customs landing rights airport (ex. Y - yes, N - no)  |
| MilitaryJointUse         | Facility has military/civil joint use agreement that allows civil operations at a military airport or military operations at a civil airport (ex. Y - yes, N - no)   |
| MilitaryLandingRights    | Airport has entered into an agreement that grants landing rights to the military (ex. Y - yes, N - no)   |
| InspectionMethod         | Airport inspection method. (ex. F - federal, S - state, C - contractor, 1 - 5010-1 public use mail out program, 2 - 5010-2 private use mail out program)   |
| InspectionGroup          | Agency/group performing physical inspection (ex. F - faa airports field personnel, s - state aeronautical personnel, c - private contract personnel, n - owner)  |
| LastInspectionDate       | Last physical inspection date (mmddyyyy)   |
| LastOwnerInformationDate | Last date information request was completed by facility owner or manager (mmddyyyy)  |
| FuelTypes                | Fuel types available for public use at the airport. There can be up to 8 occurrences of a fixed 5 character field (ex. 80__100__100LL115__). 80 - grade 80 gasoline (red), 100 - grade 100 gasoline (green), 100LL - grade 100LL gasoline (low lead blue), 115 - grade 115 gasoline, A - jet A - kerosene, freeze point -40C, A1 - jet A-1 - kerosene, freeze point -50C, A1+ - jet A-1 - kerosene, with icing inhibitor freeze point -50C, B - jet B - wide-cut turbine fuel, freeze point -50C, B+ - jet B - wide-cut turbine fuel with icing inhibitor, freeze point -50C, MOGAS - automotive gasoline.   |
| AirframeRepair           | Airframe repair service availability/type. (ex. MAJOR, MINOR, NONE)  |
| PowerPlantRepair         | Power plant (engine) repair availability/type. (ex. MAJOR, MINOR, NONE)  |
| BottledOxygenType        | Type of bottled oxygen available (value represents high and/or low pressure replacement bottle). (ex. HIGH, LOW, HIGH/LOW, NONE)   |
| BulkOxygenType           | Type of bulk oxygen available (value represents high and/or low pressure cylinders). (ex. HIGH, LOW, HIGH/LOW, NONE)   |
| LightingSchedule         | Airport lighting schedule value is the beginning-ending times (local time) that lights are operated. Format can be 1900-2300, DUSK-0100, ALL, DUSK-DAWN, NONE, etc.  |

| Column name                | Explanation of Column Name and Codes  |
|----------------------------|---|
| BeaconSchedule             | Beacon lighting schedule value is the beginning-ending times (local time) that the rotating airport beacon light is operated. Value can be "SS-SR" (indicating sunset-sunrise), blank, or "SEE RMK", indicating that the details are in a facility remark data entry. |
| ATCT                       | Air traffic control tower located on airport. (ex. Y - yes, N - no)   |
| UNICOMFrequencies          | Unicom frequencies available at the airport there can be up to 6 occurrences of a fixed 7 character field. (ex. 122.700 or 122.700122.800 or NONE)  |
| CTAFFrequency              | Common traffic advisory frequency. (CTAF) (ex. 122.800)   |
| SegmentedCircle            | Segmented circle airport marker system on the airport. (ex. Y - yes, N - no, none)  |
| BeaconColor                | Lens color of operable beacon located on the airport. (ex. CG - clear-green (lighted land airport); CY - clear-yellow (lighted seaplane base); CGY - clear-green-yellow (heliport); SCG - split-clear-green (lighted military airport); C - clear (unlighted la       |
| NonCommercialLandingFee    | Landing fee charged to non-commercial users of airport. (ex. Y - yes, N - no)   |
| MedicalUse                 | Landing facility is used for medical purposes. (ex. Y - yes, N - no)  |
| SingleEngineGA             | Number of single engine general aviation aircraft.  |
| MultiEngineGA              | Number of multi engine general aviation aircraft.   |
| JetEngineGA                | Number of jet engine general aviation aircraft.   |
| HelicoptersGA              | Number of general aviation helicopter.  |
| GlidersOperational         | Number of operational gliders.  |
| MilitaryOperational        | Number operational military aircraft (includingg helicopters).  |
| Ultralights                | Number of ultralight aircraft.  |
| OperationsCommercial       | Commercial services. Scheduled operations by cab-certificated carriers or intrastate carriers.  |
| OperationsCommuter         | Commuter services. Scheduled commuter and cargo carriers.   |
| OperationsAirTaxi          | Air taxi. Air taxi operators carrying passengers, mail, or mail for revenue.  |
| OperationsGALocal          | General aviation local operations. Those operating in the local traffic pattern or within a 20-mile radius of the airport.  |
| OperationsGAItin           | General aviation itinerant operations. Those general aviation operations (excluding commuter or air taxi) not qualifying as local.  |
| OperationsMilitary         | Military aircraft operations.   |
| OperationsDate             | 12-month ending date on which annual operations data in above six field is based (mm/dd/yyyy).  |
| AirportPositionSource      | Airport position source.  |
| AirportPositionSourceDate  | Airport position source date (mm/dd/yyyy).  |
| AirportElevationSource     | Airport elevation source.   |
| AirportElevationSourceDate | Airport elevation source date (mm/dd/yyyy).   |
| ContractFuelAvailable      | Contract fuel available. (ex. Y - yes, N - no)  |
| TransientStorage           | Transient storage. (ex. Y - yes, N - no, none)  |
| OtherServices              | Other services. (ex. Y - yes, N - no, none)   |
| WindIndicator              | Wind direction indicator. (ex. Y - yes, N - no, none)   |

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## 4 Data Preparation

### 4.1 Data Set

#### 4.1.1 Data Set Description

The resolution of the issues found during the data quality verification includes the reducing of several details originally provided by the Federal Aviation Administration and the United States Department of Transportation agencies. This section describes the resulted data sets.

##### 4.1.1.1 Animal Strike Data

| Column name    | Explanation of Column Name and Codes  |
|----------------|---|
| INDEX NR       | Individual record number  |
| OPID           | Airline operator code   |
| OPERATOR       | A three letter International Civil Aviation Organization code for aircraft operators. (BUS = business, PVT = private aircraft other than business, GOV = government aircraft, MIL - military aircraft.) |
| ATYPE          | Aircraft  |
| AC_CLASS       | Type of aircraft (see Aircraft Type tab below)  |
| AC_MASS        | 1 = 2,250 kg or less: 2 = ,2251-5700 kg: 3 = 5,701-27,000 kg: 4 = 27,001-272,000 kg: 5 = above 272,000 kg   |
| TYPE_ENG       | Type of power A = reciprocating engine (piston): B = Turbojet: C = Turboprop: D = Turbofan: E = None (glider): F = Turboshift (helicopter): Y = Other   |
| REG            | Aircraft registration   |
| FLT            | Flight number   |
| INCIDENT_DATE  | Date strike occurred  |
| INCIDENT_MONTH | Month strike occurred   |
| INCIDENT_YEAR  | Year strike occurred  |
| TIME_OF_DAY    | Light conditions  |
| TIME           | Hour and minute in local time   |
| AIRPORT_ID     | International Civil Aviation Organization airport identifier for location of strike whether it was on or off airport  |
| AIRPORT        | Name of airport   |
| STATE          | State   |
| FAAREGION      | FAA Region where airport is located   |
| ENROUTE        | If strike did not occur on approach, climb, landing roll, taxi or take-off, aircraft was enroute. This shows location.  |
| RUNWAY         | Runway  |
| HEIGHT         | Feet Above Ground Level   |
| SPEED          | Knots (indicated air speed)   |
| DISTANCE       | Miles from airport  |
| PHASE_OF_FLT   | Phase of flight during which strike occurred  |
| SKY            | Type of cloud cover, if any   |
| PRECIP         | Precipitation   |
| WARNED         | Pilot warned of birds/wildlife  |

The number of details (columns) for each strike report has been reduces from 94 to 27.

##### 4.1.1.2 Flight Data

---

| Column name     | Explanation of Column Name and Codes  |
|-----------------|---|
| Year            | Year  |
| Quarter         | Quarter (1-4)   |
| Month           | Month   |
| DayofMonth      | Day of Month  |
| DayOfWeek       | Day of Week   |
| FlightDate      | Flight Date (yyyymmdd)  |
| Carrier         | Code assigned by IATA and commonly used to identify a carrier. As the same code may have been assigned to different carriers over time, the code is not always unique. For analysis, use the Unique Carrier Code. |
| FlightNum       | Flight Number   |
| Origin          | Origin Airport  |
| OriginCityName  | Origin Airport, City Name   |
| OriginState     | Origin Airport, State Code  |
| OriginStateName | Origin Airport, State Name  |
| Dest            | Destination Airport   |
| DestCityName    | Destination Airport, City Name  |
| DestState       | Destination Airport, State Code   |
| DestStateName   | Destination Airport, State Name   |
| CRSDepTime      | CRS Departure Time (local time: hhmm)   |
| DepTimeBlk      | CRS Departure Time Block, Hourly Intervals  |
| CRSArrTime      | CRS Arrival Time (local time: hhmm)   |
| CRSElapsedTime  | CRS Elapsed Time of Flight, in Minutes  |
| Distance        | Distance between airports (miles)   |
| DistanceGroup   | Distance Intervals, every 250 Miles, for Flight Segment   |

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The number of details (columns) for each flight performance record has been reduces from 110 to 23.

#### 4.1.1.3 Aiport Data

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| Column name    | Explanation of Column Name and Codes   |
|----------------|--|
| Type           | Landing facility type. (ex. Airport, Balloonport, Seaplane Base, Gliderport, Heliport, Stolport, Ultralight)   |
| LocationID     | Location identifier unique 3-4 character alphanumeric identifier assigned to the landing facility. (ex. 'ORD' for Chicago O'Hare)  |
| Region         | FAA region code. (ex. AAL - Alaska, ACE - Central, AEA - Eastern, AGL - Great Lakes, AIN - International, ANE - New England, ANM - Northwest Mountain, ASO - Southern, ASW - Southwest, AWP - Western-Pacific) |
| State          | Associated state post office code standard two letter abbreviation for u.s. states and territories. (ex. IL, PR, CQ)   |
| StateName      | Associated state name. (ex. Illinois)  |
| City           | Associated city name. (ex. Chicago)  |
| FacilityName   | Official facility name. (ex. Chicago O'Hare Intl)  |
| IcaoIdentifier | International coding for airport.  |

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The number of details (columns) for each airport record has been reduces from 102 to 8.

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## 4.2 Select Data

### 4.2.1 Rationale for Inclusion / Exclusion

The resolution of the issues found during the data quality verification includes the exclusion of certain records from the data sets originally provided by the Federal Aviation Administration and the United States Department of Transportation agencies. This section provides the summary of the changes on the data sets.

#### 4.2.1.1 Animal Strike Data

The following columns are impacted by the selection criteria described in the data quality verification section:

- OPID
- AC\_CLASS
- TYPE\_ENG

Additionally the number of States in the data set is above the actual number of states of the U.S., so the data needs to be reduced to contain only the following states:

| Abbreviation | Name          | Abbreviation | Name           |
|--------------|---------------|--------------|----------------|
| AL           | Alabama       | MT           | Montana        |
| AK           | Alaska        | NE           | Nebraska       |
| AZ           | Arizona       | NV           | Nevada         |
| AR           | Arkansas      | NH           | New Hampshire  |
| CA           | California    | NJ           | New Jersey     |
| CO           | Colorado      | NM           | New Mexico     |
| CT           | Connecticut   | NY           | New York       |
| DE           | Delaware      | NC           | North Carolina |
| FL           | Florida       | ND           | North Dakota   |
| GA           | Georgia       | OH           | Ohio           |
| HI           | Hawaii        | OK           | Oklahoma       |
| ID           | Idaho         | OR           | Oregon         |
| IL           | Illinois      | PA           | Pennsylvania   |
| IN           | Indiana       | RI           | Rhode Island   |
| IA           | Iowa          | SC           | South Carolina |
| KS           | Kansas        | SD           | South Dakota   |
| KY           | Kentucky      | TN           | Tennessee      |
| LA           | Louisiana     | TX           | Texas          |
| ME           | Maine         | UT           | Utah           |
| MD           | Maryland      | VT           | Vermont        |
| MA           | Massachusetts | VA           | Virginia       |
| MI           | Michigan      | WA           | Washington     |
| MN           | Minnesota     | WV           | West Virginia  |
| MS           | Mississippi   | WI           | Wisconsin      |
| MO           | Missouri      | WY           | Wyoming        |

#### 4.2.1.2 Flight Data

The data in the Federal Aviation Administration Animal Strike Database is available only until 30-4-2016, so the flight data needs to be adjusted accordingly.

Additionally the number of States in the data set is above the actual number of states of the U.S., so the data needs to be reduced to contain only the following states:



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| Abbreviation | Name          | Abbreviation | Name           |
|--------------|---------------|--------------|----------------|
| AL           | Alabama       | MT           | Montana        |
| AK           | Alaska        | NE           | Nebraska       |
| AZ           | Arizona       | NV           | Nevada         |
| AR           | Arkansas      | NH           | New Hampshire  |
| CA           | California    | NJ           | New Jersey     |
| CO           | Colorado      | NM           | New Mexico     |
| CT           | Connecticut   | NY           | New York       |
| DE           | Delaware      | NC           | North Carolina |
| FL           | Florida       | ND           | North Dakota   |
| GA           | Georgia       | OH           | Ohio           |
| HI           | Hawaii        | OK           | Oklahoma       |
| ID           | Idaho         | OR           | Oregon         |
| IL           | Illinois      | PA           | Pennsylvania   |
| IN           | Indiana       | RI           | Rhode Island   |
| IA           | Iowa          | SC           | South Carolina |
| KS           | Kansas        | SD           | South Dakota   |
| KY           | Kentucky      | TN           | Tennessee      |
| LA           | Louisiana     | TX           | Texas          |
| ME           | Maine         | UT           | Utah           |
| MD           | Maryland      | VT           | Vermont        |
| MA           | Massachusetts | VA           | Virginia       |
| MI           | Michigan      | WA           | Washington     |
| MN           | Minnesota     | WV           | West Virginia  |
| MS           | Mississippi   | WI           | Wisconsin      |
| MO           | Missouri      | WY           | Wyoming        |

---

#### 4.2.1.3 Airport Data

The number of States in the data set is above the actual number of states of the U.S., so the data needs to be reduced to contain only the following states:

| Abbreviation | Name        | Abbreviation | Name           |
|--------------|-------------|--------------|----------------|
| AL           | Alabama     | MT           | Montana        |
| AK           | Alaska      | NE           | Nebraska       |
| AZ           | Arizona     | NV           | Nevada         |
| AR           | Arkansas    | NH           | New Hampshire  |
| CA           | California  | NJ           | New Jersey     |
| CO           | Colorado    | NM           | New Mexico     |
| CT           | Connecticut | NY           | New York       |
| DE           | Delaware    | NC           | North Carolina |
| FL           | Florida     | ND           | North Dakota   |
| GA           | Georgia     | OH           | Ohio           |
| HI           | Hawaii      | OK           | Oklahoma       |
| ID           | Idaho       | OR           | Oregon         |
| IL           | Illinois    | PA           | Pennsylvania   |
| IN           | Indiana     | RI           | Rhode Island   |
| IA           | Iowa        | SC           | South Carolina |
| KS           | Kansas      | SD           | South Dakota   |
| KY           | Kentucky    | TN           | Tennessee      |
| LA           | Louisiana   | TX           | Texas          |
| ME           | Maine       | UT           | Utah           |

---

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| Abbreviation | Name          | Abbreviation | Name          |
|--------------|---------------|--------------|---------------|
| MD           | Maryland      | VT           | Vermont       |
| MA           | Massachusetts | VA           | Virginia      |
| MI           | Michigan      | WA           | Washington    |
| MN           | Minnesota     | WV           | West Virginia |
| MS           | Mississippi   | WI           | Wisconsin     |
| MO           | Missouri      | WY           | Wyoming       |

---

## 4.3 Clean Data

### 4.3.1 Data Cleaning Report

The resolution of the issues found during the data quality verification includes the exclusion of certain records from the data sets originally provided by the Federal Aviation Administration and the United States Department of Transportation agencies. This section provides the summary of the changes on the data sets.

#### 4.3.1.1 Animal Strike Data

The data quality verification identified that the data provided by the Federal Aviation Administration contains the following problems impacting the indicated columns:

- Mixed use of uppercase and lowercase letters/codes
  - TYPE\_ENG
  - TIME\_OF\_DAY
  - PHASE\_OF\_FLT
  - SKY
  - PRECIP
  - WARNED
- Mixed use of codes (e.g.: engine type is defined as “A/C”)
  - TYPE\_ENG
  - SKY

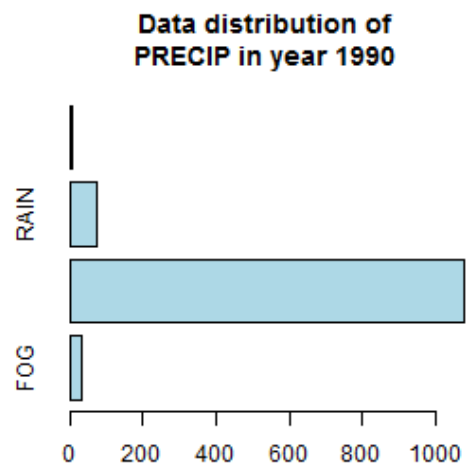
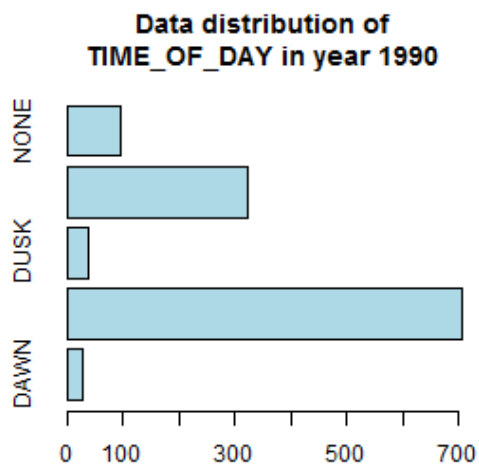
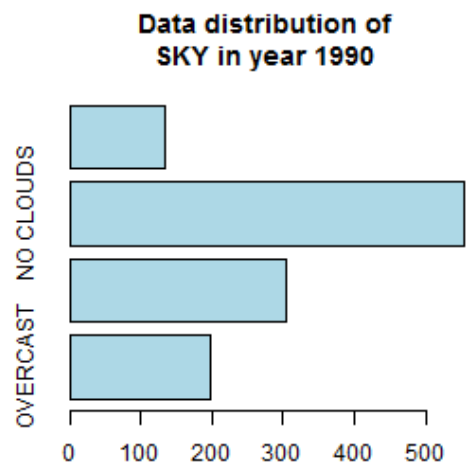
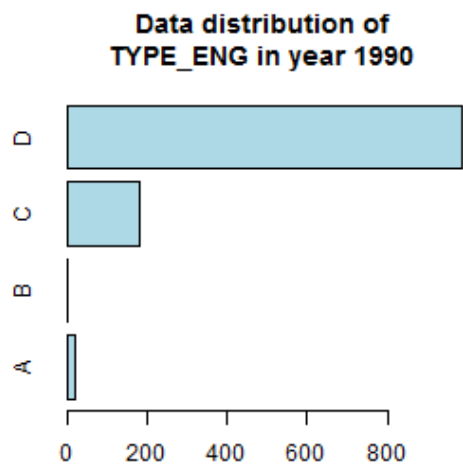
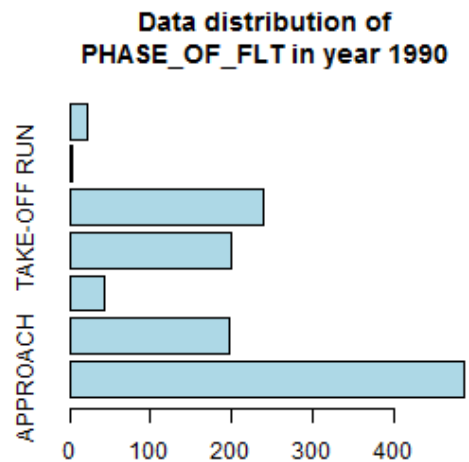
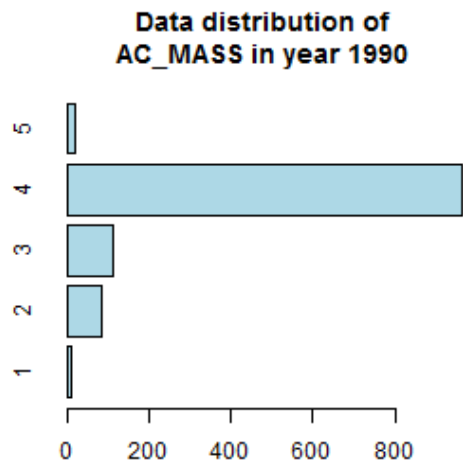
The first summary table shows the number of distinct items for each year regarding the Airline operators, Aircraft, Aircraft types, Aircraft mass types, and Engine types, which have been reported as being affected in an animal strike after the selection and cleanup tasks.

| Year | # of reports | Operators | Aircraft | Aircraft type | Aircraft mass type | Engine type |
|------|--------------|-----------|----------|---------------|--------------------|-------------|
| 1990 | 1190         | 94        | 79       | 1             | 5                  | 4           |

The second summary table shows the number of distinct items for each year regarding the Time of day, Airports, States, Phase of flight, weather conditions (Sky and Precipitation), and the flag for showing if the pilot has been warned or not about birds / wildlife in the reports after the selection and cleanup tasks.

| Year | Time of day | Airports | States | Phase of flight | Sky | Precipitation | Warned |
|------|-------------|----------|--------|-----------------|-----|---------------|--------|
| 1990 | 5           | 208      | 49     | 7               | 4   | 4             | 3      |

The following graphs show the distributions of some of the selected distinct items summarized in the tables above.



---

#### 4.3.1.2 Flight Data

I did not identify any data quality issues - which have not been corrected in the previous steps - with the data provided by the United States Department of Transportation during the data exploration and data quality verification exercises.

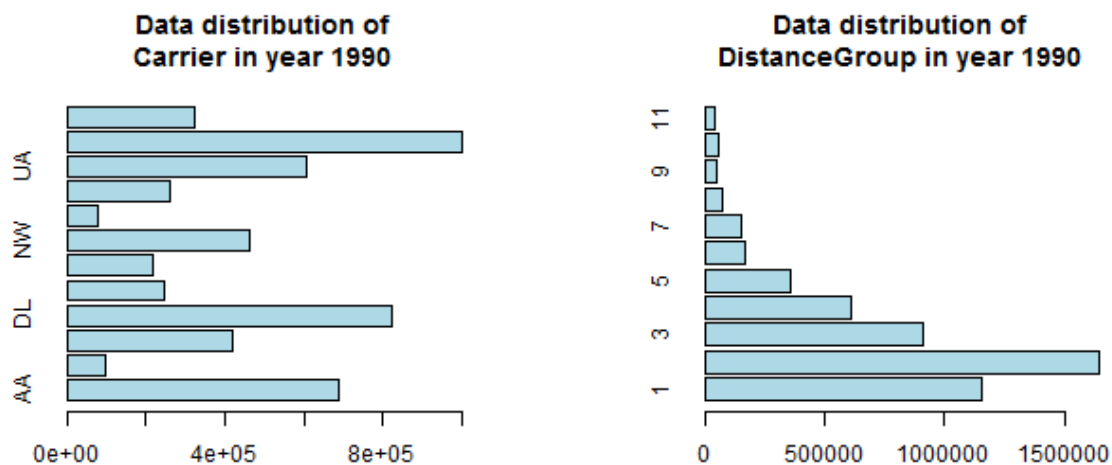
The first summary table shows the number of distinct items for each year regarding the number of records, the carriers, and the origin and the destination airports after the selection and cleanup tasks.

| Year | # of flights | # of carriers | Origin airports | Origin states | Destination airports | Destination states |
|------|--------------|---------------|-----------------|---------------|----------------------|--------------------|
| 1990 | 5220743      | 12            | 226             | 49            | 227                  | 49                 |

The second summary table shows the number of distinct items for each year the departure time group and distance between the airports after the selection and cleanup tasks.

| Year | Departure time block | Distance group |
|------|----------------------|----------------|
| 1990 | 19                   | 11             |

The following graphs show the distributions of some of the selected distinct items summarized in the tables above.



---

## **4.4 Construct Data**

### **4.4.1 Derived Attributes**

Taking into account that the animal strikes might be related to the amount of the traffic being generated by the airports and some conditions (like the minimum, maximum and average distance) of the flights initiated and terminated from the airports the following supporting attributes will be created for each airport:

- Average number of originated flights
- Average number of departed flights
- Longest flight originated from the airport
- Longest flight departed to the airport
- Shortest flight originated from the airport
- Shortest flight departed to the airport
- Average distance of the flights originated from the airport
- Average distance of the flights departed to the airport

### **4.4.2 Generated Records**

The information described by the data records and the massive amount of data provided by the Federal Aviation Administration and the United States Department of Transportation does not require to generate additional records at this stage of the project. It might still happen on the other hand that during the model building it will be required to generate more records (or reduce the number of records), but this task will be performed at the model creation stage based on the preliminary evaluation of the model.

## **4.5 Integrate Data**

### **4.5.1 Merged Data**

TODO

## **4.6 Format Data**

### **4.6.1 Reformatted Data**

The data provided by the Federal Aviation Administration and the United States Department of Transportation did already contain several restrictions about the data format and during the selection, cleanup and integration exercises more data formatting has been applied, therefore no additional data formatting is required at this stage of the project.

---

## **5 Modeling**

TODO

### **5.1 Select Modeling Technique for Model 1**

#### **5.1.1 Modeling Technique**

TODO

#### **5.1.2 Modeling Assumptions**

TODO

### **5.2 Generate Test Design for Model 1**

#### **5.2.1 Test Design**

TODO

### **5.3 Build Model for Model 1**

#### **5.3.1 Parameter Settings**

TODO

#### **5.3.2 Models**

TODO

#### **5.3.3 Model Description**

TODO

### **5.4 Assess Model for Model 1**

#### **5.4.1 Model Assessment**

TODO

#### **5.4.2 Revised Parameter Settings**

TODO

---

## **5.5 Select Modeling Technique for Model 2**

### **5.5.1 Modeling Technique**

TODO

### **5.5.2 Modeling Assumptions**

TODO

## **5.6 Generate Test Design for Model 2**

### **5.6.1 Test Design**

TODO

## **5.7 Build Model for Model 2**

### **5.7.1 Parameter Settings**

TODO

### **5.7.2 Models**

TODO

### **5.7.3 Model Description**

TODO

## **5.8 Assess Model for Model 2**

### **5.8.1 Model Assessment**

TODO

### **5.8.2 Revised Parameter Settings**

TODO

---

## **6 Evaluation**

### **6.1 Evaluate Results**

#### **6.1.1 Assessment of Data Mining Result with Business Success Criteria**

TODO

#### **6.1.2 Approved Models**

TODO

### **6.2 Review Process**

#### **6.2.1 Review of Process**

TODO

### **6.3 Determine Next Steps**

#### **6.3.1 List of Possible Actions**

TODO

#### **6.3.2 Decision**

TODO



---

## **7 Deployment**

### **7.1 Plan Deployment**

#### **7.1.1 Deployment Plan**

TODO

### **7.2 Plan Monitoring and Maintenance**

#### **7.2.1 Monitoring and Maintenance Plan**

TODO

### **7.3 Produce Final Report**

#### **7.3.1 Final Report**

TODO

#### **7.3.2 Final Presentation**

TODO

### **7.4 Review Project**

#### **7.4.1 Experience Documentation**

TODO

---

## 8 Contributors

Student: Gábor Horváth

Mentor: Gergely Daróczy

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## 9 Environment

The following language, tool and library versions have been used to create the project:

R Studio version 1.0.143

R version 3.4.0 (2017-04-21) 72570

Package versions:

- RODBC version 1.3.15
- knitr version 1.16
- data.table version 1.10.4
- dplyr version 0.5.0
- dtplyr version 0.0.2
- ReporteRs version 0.8.8
- ReporteRsjars version 0.0.2
- installr version 0.19.0
- stringr version 1.2.0
- ggplot2 version 2.2.1
- yaml version 2.1.14
- png version 0.1.7
- grid version 3.4.0
- pander version 0.6.0

Base package versions:

- stats version 3.4.0
- graphics version 3.4.0
- grDevices version 3.4.0
- utils version 3.4.0
- datasets version 3.4.0
- methods version 3.4.0
- base version 3.4.0

MiKTeX Package Manager 2.9.6200 (MiKTeX 2.9.6210 64-bit)

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## **10 Appendix 1 - Final Project Requirements**

The following pages contain the Final project requirements received from the CEU Business School.

## Final project

The goal of the final project is to expose the students in Business Analytics to a complete analytics workflow with a variety of tasks. They will use the full spectrum of skills acquired in the program, challenge themselves and learn something useful in the process and create value for the partner company. Throughout the project, students will interact with clients in the host company, analysts, IT engineers, and vendors of analytics solutions.

### Examples

*Insurance Ltd.* sells many insurance products through a variety of channels. Customer data are stored in separate data silos for each market segment (e.g., life, home, car, travel), and there are often duplicates across sales channels (e.g., brokers do not check for existing customers but enter everyone as a new customer). In order to analyze customer behavior (e.g. churn) in all segments jointly, senior analysts need to merge all data by the same user. This requires entity resolution and unique user ID in all data silos. The student will study the various datasets, research entity resolution tools, conduct some tests with one or more prototype, and propose a solution to senior management.

*Webstore Kft.* is an online store of sporting goods. They want to evaluate the effectiveness of past social marketing campaigns. The management would like to know the average spending of new customers. Clickthrough rates are measured, but Webstore does not have information on conversion: if and what the newly acquired customers bought. Discussing with the person responsible for social campaigns, and the person running the website and maintaining the log, the student helps approximately identify new customers in the log and estimate their spending. She presents the results under alternative assumptions to the management. Together, they also propose a method for tracking conversion better.

*Banking Ltd.* is a financial company issuing credit cards. They have an existing model for predicting credit card non-payments which they want to improve. They have just launched a Hadoop project so they require a student with Hadoop expertise. Student meets with clients and analysts to understand current model and the need for improvement. Research current dataset and other data that can potentially be used to help predict default. Working as part of the analytics team, builds a prototype of a new machine learning model and tests its performance. Presents results to clients.

### Resource needs

Each student has a **mentor** appointed by CEU and a **host** in their host company. The host company provides access to the necessary **space**, **people**, computer, software **tools** and **data**. The precise resource needs depend on the project and are negotiated in advance with the help of the mentor.

### Benefits to host company

- Temporary staff with high technical skills and sensitive to the business environment; more dependable than entry-level interns.
- Consultations with CEU mentor.
- Access to latest technologies and trends.
- New perspective on a particular analytics problem or the analytics workflow.

### Responsibilities

#### Student

- Select a host company and a project.
- Meet with mentor early on to discuss plans.
- Meet with mentor biweekly during the implementation of the project.
- Identify and understand business needs of host company clients.
- Select appropriate tools and provide best effort to address those needs.
- Complete deliverables by deadlines below.
- Maintain code of academic ethics, workplace rules of host company, and nondisclosure as agreed in project plan.
- Immediately raise concerns about project with mentor.

#### Mentor

- Help select a topic.
- Meet biweekly with the student to monitor progress and provide feedback.
- Verify project is feasible within the time frame.
- Discuss with host in case of concerns and problems.
- Verify successful project delivery at all stages.

#### Host

1. Propose analytics topics relevant to the host company.
2. Together with the mentor, identify the special needs in training, skills and tools.
3. Discuss with mentor and student the proposed project and agree on a plan.
4. Provide access for student to space, people, tools and data needed for successful completion of project.
5. Introduce student to other stakeholders at the company.

### Deliverables

- Project plan. Describe the project and the resource needs in one page. Any special need in training, tools or any restrictions (e.g., non-disclosure agreement) should be specified here. Signed by student, host and mentor. Due [April 3, 2017](#).
- Business needs. Student documents business needs as gathered from clients. User stories, scope of the project. Due April 30.
- Estimate of resource needs. Students estimates the resource needs of the project. Who needs to be involved? What time do they need to devote to the project? Any new software or data needs to be purchased? Due April 30.
- Preliminary report. This contains the description of the business needs and the scope of the project, results of the analysis with exhibits, and recommendations for management. Due to host and mentor by June 30.



---

## **11 Appendix 2 - Project Plan**

The following pages contain the Project Plan, which is the first deliverable described as the “Describe the project and the resource needs in one page. Any special need in training, tools or any restrictions (e.g., non-disclosure agreement) should be specified here.” in the final project requirements.

# Project Plan of the Final Paper

for the CEU MSc in Business Analytics program

Gábor Horváth

2017



## 1 High level description

The goal of the project is to show - creating a risk evaluation of wildlife strikes of flights in the US - the techniques, methods, interpretations and understanding of the data analytic. The project is based on the Cross Industry Standard Process for Data Mining (CRISP-DM) process model, which is widely used worldwide for various scientific and business related data analytic projects. The use of the CRISP-DM process model will enable to for the project to cover all those areas (i.e. Business Understanding, Data understanding, Modelling, Evaluation, etc.), which are crucial of managing and delivering a successful data analytic project.

## 2 Resource needs

### 2.1 Training requirements

No additional organized / official training requirements are required above the trainings received during the courses in the program. There are tools and techniques used to fulfill the project which have not been described in the program at CEU, but there are several useful user manuals available on the webpages of the tool's creators, which would enable the use of these tools and resources for any student who have been part of the program.

### 2.2 Tools & resources used

Fulfilling the completion need for the project the following tools are planned to be used:

- Programming language:
  - R: <https://www.r-project.org/>
- IDE for the programming language:
  - RStudio: <https://www.rstudio.com/>
- Documentation is created using:
  - knitr: <https://yihui.name/knitr/>
  - MiKTeX: <https://miktex.org/>
  - ReporteRs: <https://cran.r-project.org/web/packages/ReporteRs/index.html>
- Data visualization:
  - ggplot2: <http://ggplot2.org/>
- Data manipulation:
  - access2csv: <https://github.com/AccelerationNet/access2csv>
  - dplyr: <https://cran.r-project.org/web/packages/dplyr/index.html>
- Project plan / task management:
  - Buckets: <https://www.buckets.co/>
- Source code repository:
  - GitHub: <https://github.com/>

*Note: The list above do not contain the list of all the tools and packages used to create the project, but the full list will be provided in the source code.*

### 2.3 Data sources

The project will use the following data provided by multiple US government agencies:

- Federal Aviation Administration: [Wildlife Strike Database](#)
- United States Department of Transportation: [Bureau of Transportation Statistics](#)

*Note: In case data enrichment would be required for the successful risk modelling, additional data sources might be used as well. These possible additional data sources will be listed in the Final Paper.*

## 2.4 Restrictions

Restrictions apply as per the restrictions set by the tools, data providers and owners of additional resources used. No additional restrictions have been identified and set regarding the use of the results of this project.

## 2.5 Contributors

Student: Gábor Horváth  
Mentor: Gergely Daróczi

---

## **12 Appendix 3 - Business Needs**

The following pages contain the Business Needs, which is the second deliverable described as the “Student documents business needs as gathered from clients. User stories, scope of the project.” in the final project requirements.

# Business needs of the Final Paper

for the CEU MSc in Business Analytics program

Gábor Horváth

2017



## 2 Business understanding

### 2.1 Determine Business Objectives

#### 2.1.1 Business Objectives

There are two main objectives what the project is aiming to complete.

1. Create a statistical analysis to identify those reasons (based on the data available), which are determining the risk of an animal strike for an airport.
2. Create a prediction model, which can be used to predict the risk of an animal strike for a given flight.

The result of the statistical analysis could be used in the completion of the model building and evaluation the recommended order of the completion is the order of the objectives stated above.

#### 2.1.2 Business Success Criteria

- Identification of features determining the risk potential of an airport
- Working model for animal strike prediction

### 2.2 Assess Situation

#### 2.2.1 Inventory of resources

- Flight Data
- Animal Strike Data
- R
- Buckets

#### 2.2.2 Requirements, Assumptions, and Constraints

- Additional requirements:
  - No additional requirements identified on top of the requirements already stated in this document.
- Assumptions
  - No initial assumptions made.
- Constraints
  - No initial hard constraints identified.

#### 2.2.3 Risks and Contingencies

- Risks
  - No initial risks identified
- Contingencies
  - No initial contingencies identified

#### 2.2.4 Terminology

The project is using different terminologies from the different domains. The terms/definitions used will not be marked or explained in details, if based on the context the reader can easily identify the domain of the particular term. In case there are uncertainties about a term (and it's not explained in the paper), the following sources can be used for the definitions:

## 1 Introduction

The structure of the document follows the Cross Industry Standard Process for Data Mining (CRISP-DM) process model, which is a non-proprietary, documented, and freely available data mining model (Shearer 2000). Whenever the model sections can be matched to (and can fulfill) the requirements stated by CEU for the Final Paper I'm using the appropriate section identified by the CRIPS-DM model. Please keep in mind that the model supports the full end-to-end process of a data mining project, but the project does not require the use of all the model elements.

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- Aviation:
  - Aviation Terms / Directory: <http://www.aviation-terms.com/index2.php>
  - Aviation Glossary: <http://www.aerofiles.com/glossary.html>
  - Aviation Glossaries: [https://www.flightsimaviation.com/\\_glossaries.html?s=aviation\\_terms](https://www.flightsimaviation.com/_glossaries.html?s=aviation_terms)
- Data Mining
  - Data Mining Glossary: <http://www.theartling.com/glossary.htm>
  - Data Mining - Terminologies: [https://www.tutorialspoint.com/data\\_mining/dm\\_terminologies.htm](https://www.tutorialspoint.com/data_mining/dm_terminologies.htm)
  - Data Mining and Predictive Analytics Glossary: <http://www.kdnuggets.com/2015/06/data-mining-predictive-analytics-glossary.html>
- Data Science / Big Data
  - Data Science Glossary: <http://www.datascienceglossary.org/>
  - Analytics and Big Data Glossary: <http://data-informed.com/glossary-of-big-data-terms/>
  - Data Science Glossary: <http://www.kdnuggets.com/2015/09/data-science-glossary.html>

### 2.2.5 Costs and Benefits

This is a one-man project, no significant cost is expected. Main benefit is to put to and almost end-to-end scenario the topics covered during the courses and discovering bits and bolts of the techniques for creating the project.

## 2.3 Determine Data Mining Goals

### 2.3.1 Data Mining Goals

- Understand, Analyse, Clean and Merge the source data correctly
- Create the required attributes
- Generate the required records (if applicable)

### 2.3.2 Data Mining Success Criteria

- Identification of featured determining the risk potential of an airport
- Working model for animal strike prediction

## 2.4 Produce Project Plan

### 2.4.1 Project Plan

The project is managed in an agile way, where all the tasks, requirements, issues, solutions, and ideas are kept in a project at [buckets](#).

### 2.4.2 Initial Assessment of Tools and Techniques

- Programming language:
  - R: <https://www.r-project.org/>
- IDE for the programming language:
  - RStudio: <https://www.rstudio.com/>
- Documentation is created using:
  - knitr: <https://yihui.name/knitr/>
  - MiKTeX: <https://miktex.org/>
  - ReporteRs: <https://cran.r-project.org/web/packages/ReporteRs/index.html>
- Data visualization:

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- ggplot2: <http://ggplot2.org/>
- Data manipulation:
  - access2csv: <https://github.com/AccelerationNet/access2csv>
  - dplyr: <https://cran.r-project.org/web/packages/dplyr/index.html>
- Project plan / task management:
  - Buckets: <https://www.buckets.co/>
- Source code repository:
  - GitHub: <https://github.com/>

*Note: The list above do not contain the list of all the tools and packages used to create the project, but the full list will be provided in the source code.*

### 3 Data Understanding

#### 3.1 Collect Initial Data

##### 3.1.1 Initial Data Collection Report

This report will be part of the following documents:

- Preliminary Report
- Final Paper

#### 3.2 Describe Data

##### 3.2.1 Data Description Report

The two main data sources have the following column explanations, which is attached to the downloaded files as well, by the data provider agencies.

###### 3.2.1.1 Animal strike data

| Column name       | Explanation of Column Name and Codes  |
|-------------------|---|
| INDEX_NR          | Individual record number  |
| OPID              | Airline operator code   |
| OPERATOR          | A three letter International Civil Aviation Organization code for aircraft operators. (BUS = business, PVT = private aircraft other than business, GOV = government aircraft, MIL - military aircraft.) |
| ATYPE             | Aircraft  |
| AMA               | International Civil Aviation Organization code for Aircraft Make  |
| AMO               | International Civil Aviation Organization code for Aircraft Model   |
| EMA               | Engine Make Code (see Engine Codes tab below)   |
| EMO               | Engine Model Code (see Engine Codes tab below)  |
| AC_CLASS          | Type of aircraft (see Aircraft Type tab below)  |
| AC_MASS           | 1 = 2,250 kg or less; 2 = 2,251-5700 kg; 3 = 5,701-27,000 kg; 4 = 27,001-272,000 kg; 5 = above 272,000 kg   |
| NUM_ENGS          | Number of engines   |
| TYPE_ENG          | Type of power A = reciprocating engine (piston); B = Turbojet; C = Turboprop; D = Turbofan; E = None (glider); F = Turboshift (helicopter); Y = Other   |
| ENG_1_POS         | Where engine # 1 is mounted on aircraft (see Engine Position tab below)   |
| ENG_2_POS         | Where engine # 2 is mounted on aircraft (see Engine Position tab below)   |
| ENG_3_POS         | Where engine # 3 is mounted on aircraft (see Engine Position tab below)   |
| ENG_4_POS         | Where engine # 4 is mounted on aircraft (see Engine Position tab below)   |
| REG               | Aircraft registration   |
| FLT               | Flight number   |
| REMAINS_COLLECTED | Indicates if bird or wildlife remains were found and collected  |
| REMAINS_SENT      | Indicates if remains were sent to the Smithsonian Institution for identification  |
| INCIDENT_DATE     | Date strike occurred  |
| INCIDENT_MONTH    | Month strike occurred   |
| INCIDENT_YEAR     | Year strike occurred  |
| TIME_OF_DAY       | Light conditions  |
| TIME              | Hour and minute in local time   |

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| Column name          | Explanation of Column Name and Codes  |
|----------------------|---|
| AIRPORT_ID           | International Civil Aviation Organization airport identifier for location of strike whether it was on or off airport  |
| AIRPORT              | Name of airport   |
| STATE                | State   |
| FAAREGION            | FAA Region where airport is located   |
| ENROUTE              | If strike did not occur on approach, climb, landing roll, taxi or take-off, aircraft was enroute. This shows location.  |
| RUNWAY               | Runway  |
| LOCATION             | Various information about aircraft location if enroute or airport where strike evidence was found. Some locations show the two airports for the flight departure and arrival if pilot was unaware of the strike.                                    |
| HEIGHT               | Feet Above Ground Level   |
| SPEED                | Knots (indicated air speed)   |
| DISTANCE             | Miles from airport  |
| PHASE_OF_FLT         | Phase of flight during which strike occurred  |
| DAMAGE               |   |
| Blank                | Unknown   |
| M = minor            | When the aircraft can be rendered airworthy by simple repairs or replacements and an extensive inspection is not necessary.   |
| M? = uncertain level | The aircraft was damaged, but details as to the extent of the damage are lacking.   |
| S = substantial      | When the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. |
| D = Destroyed        | When the damage sustained makes it inadvisable to restore the aircraft to an airworthy condition.   |
| STR_RAD              | Struck radome   |
| DAM_RAD              | Damaged radome  |
| STR_WINDSHLD         | Struck windshield   |
| DAM_WINDSHLD         | Damaged windshield  |
| STR_NOSE             | Struck nose   |
| DAM_NOSE             | Damaged nose  |
| STR_ENG1             | Struck Engine 1   |
| DAM_ENG1             | Damaged Engine 1  |
| STR_ENG2             | Struck Engine 2   |
| DAM_ENG2             | Damaged Engine 2  |
| STR_ENG3             | Struck Engine 3   |
| DAM_ENG3             | Damaged Engine 3  |
| STR_ENG4             | Struck Engine 4   |
| DAM_ENG4             | Damaged Engine 4  |
| INGESTED             | Engine ingested the bird/ animal  |
| STR_PROP             | Struck Propeller  |
| DAM_PROP             | Damaged Propeller   |
| STR_WING_ROT         | Struck Wing or Rotor  |
| DAM_WING_ROT         | Damaged Wing or Rotor   |
| STR_FUSE             | Struck Fuselage   |
| DAM_FUSE             | Damaged Fuselage  |
| STR_LG               | Struck Landing Gear   |
| DAM_LG               | Damaged Landing Gear  |
| STR_TAIL             | Struck Tail   |
| DAM_TAIL             | Damaged Tail  |

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| Column name           | Explanation of Column Name and Codes   |
|-----------------------|--|
| STR_LIGHTS            | Struck Lights  |
| DAM_LIGHTS            | Damaged Lights   |
| STR_OTHER             | Struck Other than parts shown above  |
| DAM_OTHER             | Damaged Other than parts shown above   |
| OTHER_SPECIFY         | What part was struck other than those listed above   |
| EFFECT                | Effect on flight   |
| EFFECT_OTHER          | Effect on flight other than those listed on the form   |
| SKY                   | Type of cloud cover, if any  |
| PRECIP                | Precipitation  |
| SPECIES_ID            | International Civil Aviation Organization code for type of bird or other wildlife  |
| SPECIES               | Common name for bird or other wildlife   |
| BIRDS_SEEN            | Number of birds/wildlife seen by pilot   |
| BIRDS_STRUCK          | Number of birds/wildlife struck  |
| SIZE                  | Size of bird as reported by pilot is a relative scale. Entry should reflect the perceived size as opposed to a scientifically determined value. If more than one species was struck, larger bird is entered. |
| WARNED                | Pilot warned of birds/wildlife   |
| COMMENTS              | As entered by database manager. Can include name of aircraft owner, types of reports received, updates, etc.   |
| REMARKS               | Most of remarks are from the form but some are data entry notes and are usually in parentheses.  |
| AOS                   | Time aircraft was out of service in hours. If unknown, it is blank.  |
| COST_REPAIRS          | Estimated cost of repairs of replacement in dollars (USD)  |
| COST_OTHER            | Estimated other costs, other than those in previous field in dollars (USD). May include loss of revenue, hotel expenses due to flight cancellation, costs of fuel dumped, etc.                               |
| COST_REPAIRS_INFL_ADJ | Costs adjusted for inflation   |
| COST_OTHER_INFL_ADJ   | Other cost adjusted for inflation  |
| REPORTED_NAME         | Name(s) of person(s) filing report   |
| REPORTED_TITLE        | Title(s) of person(s) filing report  |
| REPORTED_DATE         | Date report was written  |
| SOURCE                | Type of report. Note: for multiple types of reports this will be indicated as Multiple. See "Comments" field for details   |
| PERSON                | Only one selection allowed. For multiple reports, see field "Reported Title"   |
| NR_INJURIES           | Number of people injured   |
| NR_FATALITIES         | Number of human fatalities   |
| LUPDATE               | Last time record was updated   |
| TRANSFER              | Unused field at this time  |
| INDICATED_DAMAGE      | Indicates whether or not aircraft was damaged  |

###### 3.2.1.2 Flight data

| Column name | Explanation of Column Name and Codes |
|-------------|--------------------------------------|
| Year        | Year                                 |
| Quarter     | Quarter (1-4)                        |
| Month       | Month                                |
| DayofMonth  | Day of Month                         |
| DayOfWeek   | Day of Week                          |
| FlightDate  | Flight Date (yyyymmdd)               |

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| Column name          | Explanation of Column Name and Codes   |
|----------------------|--|
| UniqueCarrier        | Unique Carrier Code. When the same code has been used by multiple carriers, a numeric suffix is used for earlier users, for example, PA, PA(1), PA(2). Use this field for analysis across a range of years.  |
| AirlineID            | An identification number assigned by US DOT to identify a unique airline (carrier). A unique airline (carrier) is defined as one holding and reporting under the same DOT certificate regardless of its Code, Name, or holding company/corporation.    |
| Carrier              | Code assigned by IATA and commonly used to identify a carrier. As the same code may have been assigned to different carriers over time, the code is not always unique. For analysis, use the Unique Carrier Code.                                      |
| TailNum              | Tail Number  |
| FlightNum            | Flight Number  |
| OriginAirportID      | Origin Airport, Airport ID. An identification number assigned by US DOT to identify a unique airport. Use this field for airport analysis across a range of years because an airport can change its airport code and airport codes can be reused.      |
| OriginAirportSeqID   | Origin Airport, Airport Sequence ID. An identification number assigned by US DOT to identify a unique airport at a given point of time. Airport attributes, such as airport name or coordinates, may change over time.                                 |
| OriginCityMarketID   | Origin Airport, City Market ID. City Market ID is an identification number assigned by US DOT to identify a city market. Use this field to consolidate airports serving the same city market.  |
| Origin               | Origin Airport   |
| OriginCityName       | Origin Airport, City Name  |
| OriginState          | Origin Airport, State Code   |
| OriginStateFips      | Origin Airport, State Fips   |
| OriginStateName      | Origin Airport, State Name   |
| OriginWac            | Origin Airport, World Area Code  |
| DestAirportID        | Destination Airport, Airport ID. An identification number assigned by US DOT to identify a unique airport. Use this field for airport analysis across a range of years because an airport can change its airport code and airport codes can be reused. |
| DestAirportSeqID     | Destination Airport, Airport Sequence ID. An identification number assigned by US DOT to identify a unique airport at a given point of time. Airport attributes, such as airport name or coordinates, may change over time.                            |
| DestCityMarketID     | Destination Airport, City Market ID. City Market ID is an identification number assigned by US DOT to identify a city market. Use this field to consolidate airports serving the same city market.   |
| Dest                 | Destination Airport  |
| DestCityName         | Destination Airport, City Name   |
| DestState            | Destination Airport, State Code  |
| DestStateFips        | Destination Airport, State Fips  |
| DestStateName        | Destination Airport, State Name  |
| DestWac              | Destination Airport, World Area Code   |
| CRSDepTime           | CRS Departure Time (local time: hhmm)  |
| DepTime              | Actual Departure Time (local time: hhmm)   |
| DepDelay             | Difference in minutes between scheduled and actual departure time. Early departures show negative numbers.   |
| DepDelayMinutes      | Difference in minutes between scheduled and actual departure time. Early departures set to 0.  |
| DepDel15             | Departure Delay Indicator, 15 Minutes or More (1=Yes)  |
| DepartureDelayGroups | Departure Delay intervals, every (15 minutes from <=15 to >180)  |
| DepTimeBlk           | CRS Departure Time Block, Hourly Intervals   |
| TaxiOut              | Taxi Out Time, in Minutes  |
| WheelsOff            | Wheels Off Time (local time: hhmm)   |

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| Column name      | Explanation of Column Name and Codes   |
|------------------|--|
| Div2LongestGTime | Longest Ground Time Away from Gate at Diverted Airport Code2                                       |
| Div2WheelsOff    | Wheels Off Time (local time: hhmm) at Diverted Airport Code2                                       |
| Div2TailNum      | Aircraft Tail Number for Diverted Airport Code2  |
| Div3Airport      | Diverted Airport Code3   |
| Div3AirportID    | Airport ID of Diverted Airport 3. Airport ID is a Unique Key for an Airport                        |
| Div3AirportSeqID | Airport Sequence ID of Diverted Airport 3. Unique Key for Time Specific Information for an Airport |
| Div3WheelsOn     | Wheels On Time (local time: hhmm) at Diverted Airport Code3  |
| Div3TotalGTime   | Total Ground Time Away from Gate at Diverted Airport Code3   |
| Div3LongestGTime | Longest Ground Time Away from Gate at Diverted Airport Code3                                       |
| Div3WheelsOff    | Wheels Off Time (local time: hhmm) at Diverted Airport Code3                                       |
| Div3TailNum      | Aircraft Tail Number for Diverted Airport Code3  |
| Div4Airport      | Diverted Airport Code4   |
| Div4AirportID    | Airport ID of Diverted Airport 4. Airport ID is a Unique Key for an Airport                        |
| Div4AirportSeqID | Airport Sequence ID of Diverted Airport 4. Unique Key for Time Specific Information for an Airport |
| Div4WheelsOn     | Wheels On Time (local time: hhmm) at Diverted Airport Code4  |
| Div4TotalGTime   | Total Ground Time Away from Gate at Diverted Airport Code4   |
| Div4LongestGTime | Longest Ground Time Away from Gate at Diverted Airport Code4                                       |
| Div4WheelsOff    | Wheels Off Time (local time: hhmm) at Diverted Airport Code4                                       |
| Div4TailNum      | Aircraft Tail Number for Diverted Airport Code4  |
| Div5Airport      | Diverted Airport Code5   |
| Div5AirportID    | Airport ID of Diverted Airport 5. Airport ID is a Unique Key for an Airport                        |
| Div5AirportSeqID | Airport Sequence ID of Diverted Airport 5. Unique Key for Time Specific Information for an Airport |
| Div5WheelsOn     | Wheels On Time (local time: hhmm) at Diverted Airport Code5  |
| Div5TotalGTime   | Total Ground Time Away from Gate at Diverted Airport Code5   |
| Div5LongestGTime | Longest Ground Time Away from Gate at Diverted Airport Code5                                       |
| Div5WheelsOff    | Wheels Off Time (local time: hhmm) at Diverted Airport Code5                                       |
| Div5TailNum      | Aircraft Tail Number for Diverted Airport Code5  |

3.3 Explore Data

3.3.1 Data Exploration Report

This report will be part of the following documents:

- Preliminary Report
- Final Paper

3.4 Verify Data Quality

3.4.1 Data Quality Report

This report will be part of the following documents:

- Preliminary Report
- Final Paper

| Column name          | Explanation of Column Name and Codes   |
|----------------------|--|
| WheelsOn             | Wheels On Time (local time: hhmm)  |
| TaxiIn               | Taxi In Time, in Minutes   |
| CRSArrTime           | CRS Arrival Time (local time: hhmm)  |
| ArrTime              | Actual Arrival Time (local time: hhmm)   |
| ArrDelay             | Difference in minutes between scheduled and actual arrival time. Early arrivals show negative numbers.   |
| ArrDelayMinutes      | Difference in minutes between scheduled and actual arrival time. Early arrivals set to 0.  |
| ArrDel15             | Arrival Delay Indicator, 15 Minutes or More (1=Yes)  |
| ArrivalDelayGroups   | Arrival Delay intervals, every (15-minutes from <=15 to >180)  |
| ArrTimeBlk           | CRS Arrival Time Block, Hourly Intervals   |
| Cancelled            | Cancelled Flight Indicator (1=Yes)   |
| CancellationCode     | Specifies The Reason For Cancellation  |
| Diverted             | Diverted Flight Indicator (1=Yes)  |
| CRSElapsedTime       | CRS Elapsed Time of Flight, in Minutes   |
| ActualElapsedTime    | Elapsed Time of Flight, in Minutes   |
| AirTime              | Flight Time, in Minutes  |
| Flights              | Number of Flights  |
| Distance             | Distance between airports (miles)  |
| DistanceGroup        | Distance Intervals, every 250 Miles, for Flight Segment  |
| CarrierDelay         | Carrier Delay, in Minutes  |
| WeatherDelay         | Weather Delay, in Minutes  |
| NASDelay             | National Air System Delay, in Minutes  |
| SecurityDelay        | Security Delay, in Minutes   |
| LateAircraftDelay    | Late Aircraft Delay, in Minutes  |
| FirstDepTime         | First Gate Departure Time at Origin Airport  |
| TotalAddGTime        | Total Ground Time Away from Gate for Gate Return or Cancelled Flight   |
| LongestAddGTime      | Longest Time Away from Gate for Gate Return or Cancelled Flight  |
| DivAirportLandings   | Number of Diverted Airport Landings  |
| DivReachedDest       | Diverted Flight Reaching Scheduled Destination Indicator (1=Yes)   |
| DivActualElapsedTime | Elapsed Time of Diverted Flight Reaching Scheduled Destination, in Minutes. The ActualElapsedTime column remains NULL for all diverted flights.                                  |
| DivArrDelay          | Difference in minutes between scheduled and actual arrival time for a diverted flight reaching scheduled destination. The ArrDelay column remains NULL for all diverted flights. |
| DivDistance          | Distance between scheduled destination and final diverted airport (miles). Value will be 0 for diverted flight reaching scheduled destination.                                   |
| Div1Airport          | Diverted Airport Code1   |
| Div1AirportID        | Airport ID of Diverted Airport 1. Airport ID is a Unique Key for an Airport  |
| Div1AirportSeqID     | Airport Sequence ID of Diverted Airport 1. Unique Key for Time Specific Information for an Airport   |
| Div1WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code1  |
| Div1TotalGTime       | Total Ground Time Away from Gate at Diverted Airport Code1   |
| Div1LongestGTime     | Longest Ground Time Away from Gate at Diverted Airport Code1   |
| Div1WheelsOff        | Wheels Off Time (local time: hhmm) at Diverted Airport Code1   |
| Div1TailNum          | Aircraft Tail Number for Diverted Airport Code1  |
| Div2Airport          | Diverted Airport Code2   |
| Div2AirportID        | Airport ID of Diverted Airport 2. Airport ID is a Unique Key for an Airport  |
| Div2AirportSeqID     | Airport Sequence ID of Diverted Airport 2. Unique Key for Time Specific Information for an Airport   |
| Div2WheelsOn         | Wheels On Time (local time: hhmm) at Diverted Airport Code2  |
| Div2TotalGTime       | Total Ground Time Away from Gate at Diverted Airport Code2   |

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4 Contributors

Student: Gábor Horváth  
Mentor: Gergely Daróczi

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**References**

Shearer, Colin. 2000. "The Crisp-Dm Model - the New Blueprint for Data Mining." Journal of Data Warehousing 5 (4): 13–22.

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## **13 Appendix 4 - Estimate of Resource Needs**

The following pages contain the Estimate of Resource Needs, which is the third deliverable described as the “Students estimates the resource needs of the project. Who needs to be involved? What time do they need to devote to the project? Any new software or data needs to purchased?” in the final project requirements.



# Estimate of resource needs of the Final Paper

for the CEU MSc in Business Analytics program

Gábor Horváth

2017



- Federal Aviation Administration: [Wildlife Strike Database](#)
- United States Department of Transportation: [Bureau of Transportation Statistics](#)

*Note: In case data enrichment would be required for the successful risk modelling, additional data sources might be used as well. These possible additional data sources will be listed in the Final Paper.*

## 3 Contributors

Student: Gábor Horváth  
Mentor: Gergely Daróczi

## 1 Human resource needs

### 1.1 Stakeholders & people to involve

As this final paper is a pet project, there is no actual business management behind the requirements, therefore no business stakeholders are identified and involved. The completion of the project requires feedback and guidance from the mentor (Gergely Daróczi), but no other person (or role) needs to be involved.

### 1.2 Dedication for the project

There are no additional time dedication requirements identified above the requirements stated by CEU in the Final Project description document.

### 1.3 Training requirements

As stated earlier no additional organized / official training requirements are required above the trainings received during the courses in the program. There are tools and techniques used to fulfill the project, which have not been described in the program at CEU. There are several useful user manuals available on the webpages of the creators of the tools, which would enable the use of these tools and resources for any student who have been part of the program.

## 2 Software and data resource needs

### 2.1 Tools & resources used

As stated earlier, fulfilling the completion need for the project the following tools are planned to be used:

- Programming language:
  - R: <https://www.r-project.org/>
- IDE for the programming language:
  - RStudio: <https://www.rstudio.com/>
- Documentation is created using:
  - knitr: <https://yihui.name/knitr/>
  - MiKTeX: <https://miktex.org/>
  - ReporteRs: <https://cran.r-project.org/web/packages/ReporteRs/index.html>
- Data visualization:
  - ggplot2: <http://ggplot2.org/>
- Data manipulation:
  - access2csv: <https://github.com/AccelerationNet/access2csv>
  - dplyr: <https://cran.r-project.org/web/packages/dplyr/index.html>
- Project plan / task management:
  - Buckets: <https://www.buckets.co/>
- Source code repository:
  - GitHub: <https://github.com/>

*Note: The list above do not contain the list of all the tools and packages used to create the project, but the full list will be provided in the source code.*

### 2.2 Data sources

As stated earlier, the project will use the following data provided by multiple US government agencies:

---

## 14 Appendix 5 - Full Data Exploration Report (1990-2016)

### 14.1 Data Exploration Report (1990 - 2016)

#### 14.1.1 Animal Strike Data (1990 - 2016)

The first summary table shows the number of distinct items for each year regarding the Airline operators, Aircraft, Aircraft types, Aircraft mass types, and Engine types, which have been reported as being affected in an animal strike. (Please note that the data for 2016 is available until 30-4-2016.)

| Year | # of reports | Operators | Aircraft | Aircraft type | Aircraft mass type | Engine type |
|------|--------------|-----------|----------|---------------|--------------------|-------------|
| 1990 | 1847         | 316       | 329      | 4             | 5                  | 9           |
| 1991 | 2388         | 316       | 329      | 4             | 5                  | 9           |
| 1992 | 2566         | 316       | 329      | 4             | 5                  | 9           |
| 1993 | 2575         | 316       | 329      | 4             | 5                  | 9           |
| 1994 | 2635         | 316       | 329      | 4             | 5                  | 9           |
| 1995 | 2768         | 316       | 329      | 4             | 5                  | 9           |
| 1996 | 2936         | 316       | 329      | 4             | 5                  | 9           |
| 1997 | 3455         | 316       | 329      | 4             | 5                  | 9           |
| 1998 | 3799         | 316       | 329      | 4             | 5                  | 9           |
| 1999 | 5113         | 316       | 329      | 4             | 5                  | 9           |
| 2000 | 6000         | 353       | 394      | 3             | 5                  | 9           |
| 2001 | 5820         | 353       | 394      | 3             | 5                  | 9           |
| 2002 | 6225         | 353       | 394      | 3             | 5                  | 9           |
| 2003 | 6002         | 353       | 394      | 3             | 5                  | 9           |
| 2004 | 6561         | 353       | 394      | 3             | 5                  | 9           |
| 2005 | 7227         | 353       | 394      | 3             | 5                  | 9           |
| 2006 | 7240         | 353       | 394      | 3             | 5                  | 9           |
| 2007 | 7745         | 353       | 394      | 3             | 5                  | 9           |
| 2008 | 7632         | 353       | 394      | 3             | 5                  | 9           |
| 2009 | 9508         | 353       | 394      | 3             | 5                  | 9           |
| 2010 | 9904         | 281       | 392      | 4             | 5                  | 10          |
| 2011 | 10115        | 281       | 392      | 4             | 5                  | 10          |
| 2012 | 10905        | 281       | 392      | 4             | 5                  | 10          |
| 2013 | 11403        | 281       | 392      | 4             | 5                  | 10          |
| 2014 | 13692        | 281       | 392      | 4             | 5                  | 10          |
| 2015 | 13167        | 281       | 392      | 4             | 5                  | 10          |
| 2016 | 1391         | 281       | 392      | 4             | 5                  | 10          |

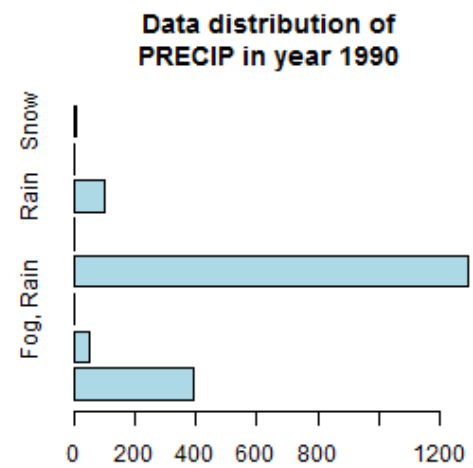
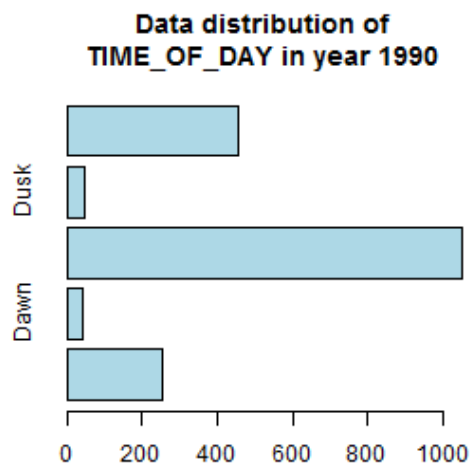
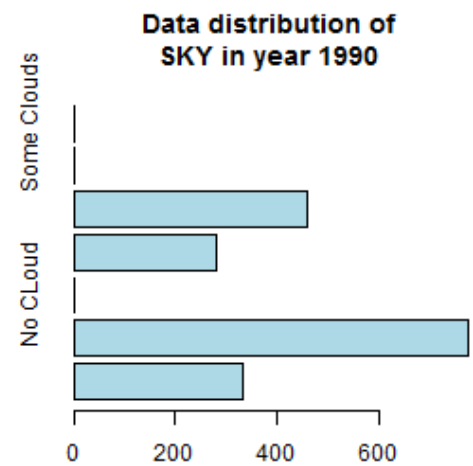
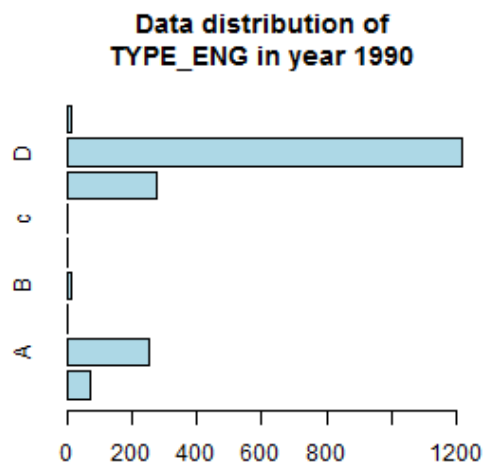
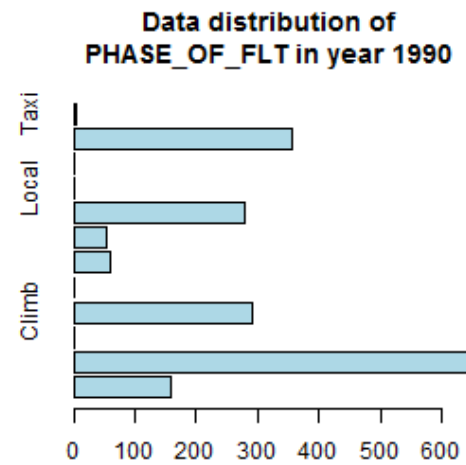
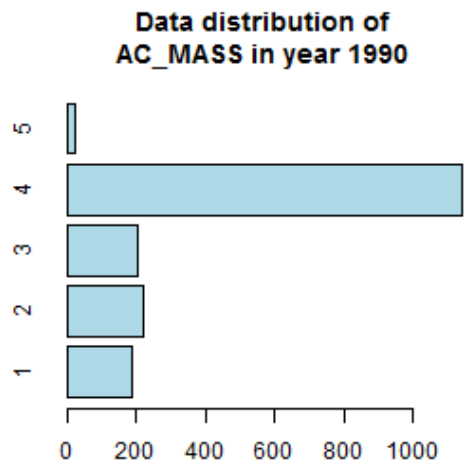
The second summary table shows the number of distinct items for each year regarding the Time of day, Airports, States, Phase of flight, weather conditions (Sky and Precipitation), and the flag for showing if the pilot has been warned or not about birds / wildlife in the reports. (Please note that the data for 2016 is available until 30-4-2016.)

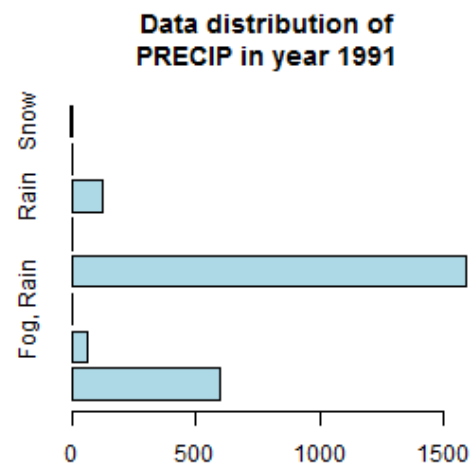
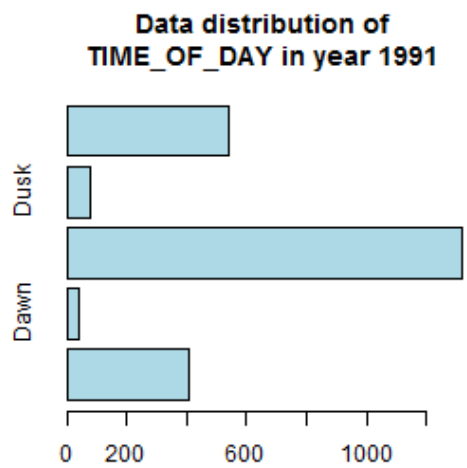
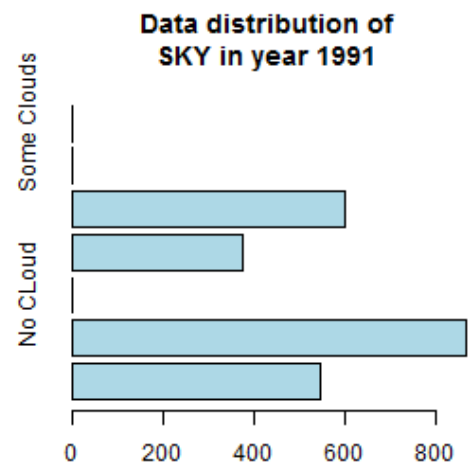
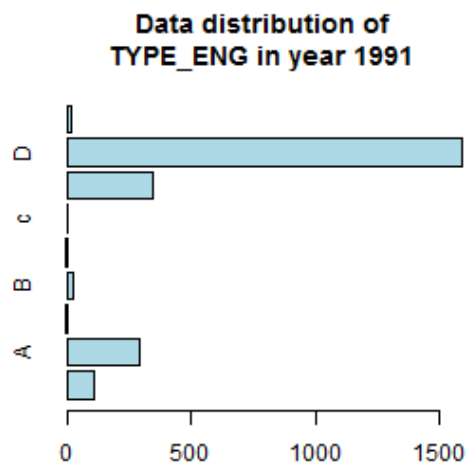
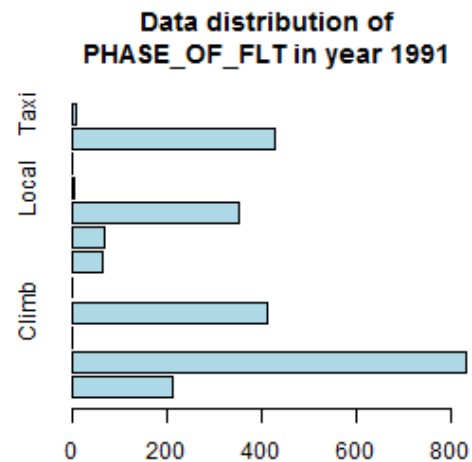
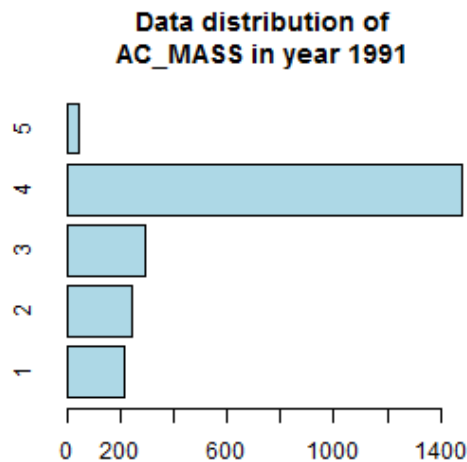
| Year | Time of day | Airports | States | Phase of flight | Sky | Precipitation | Warned |
|------|-------------|----------|--------|-----------------|-----|---------------|--------|
| 1990 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |
| 1991 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |
| 1992 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |
| 1993 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |
| 1994 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |
| 1995 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |
| 1996 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |
| 1997 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |

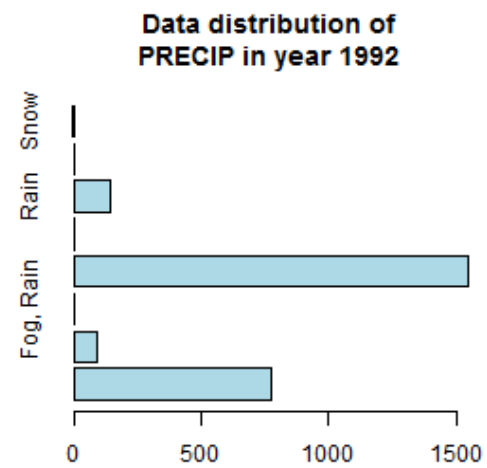
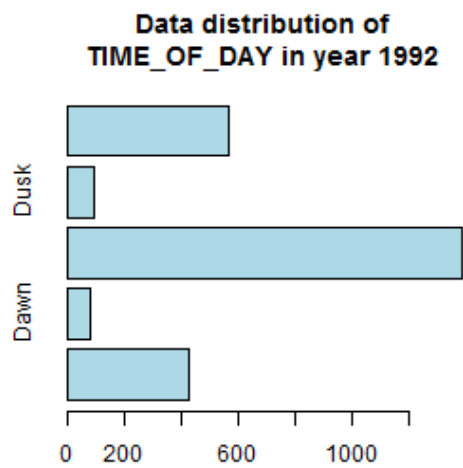
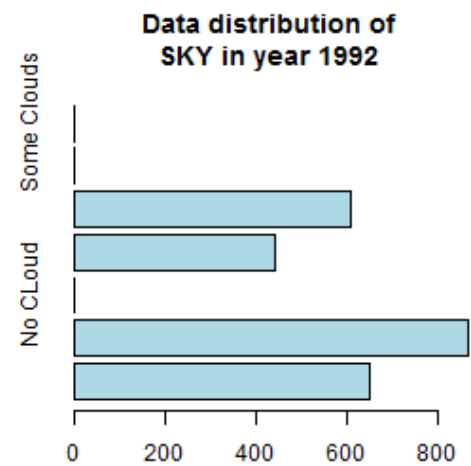
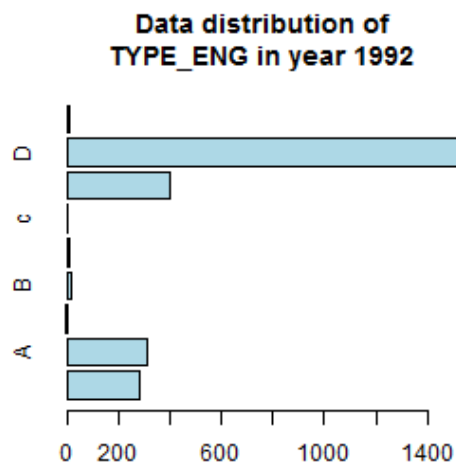
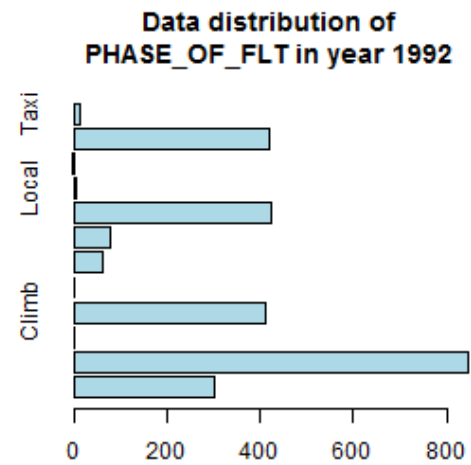
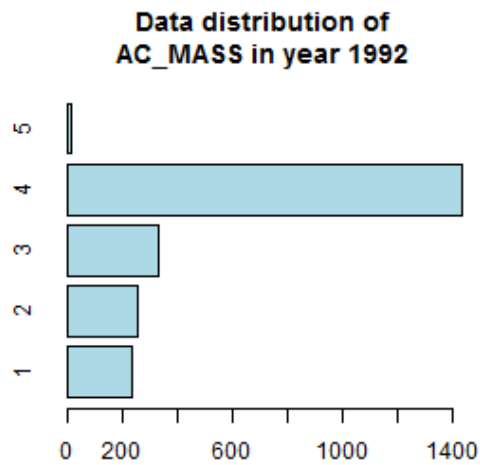
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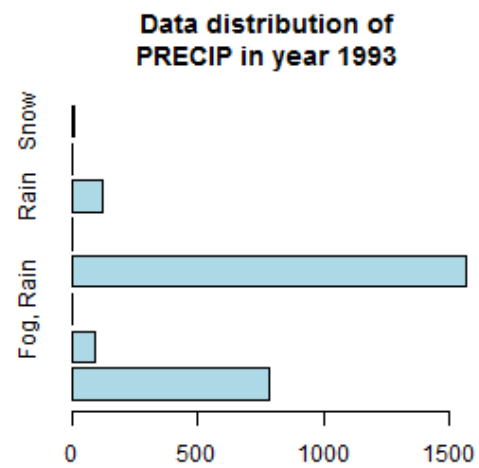
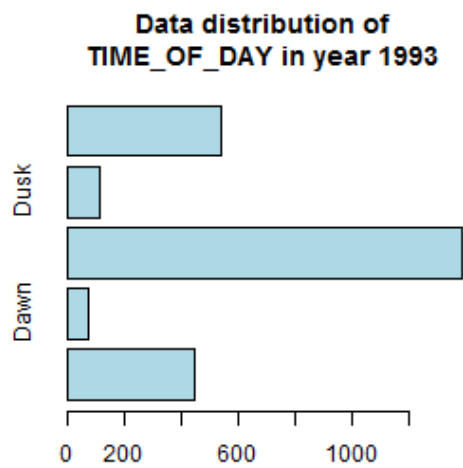
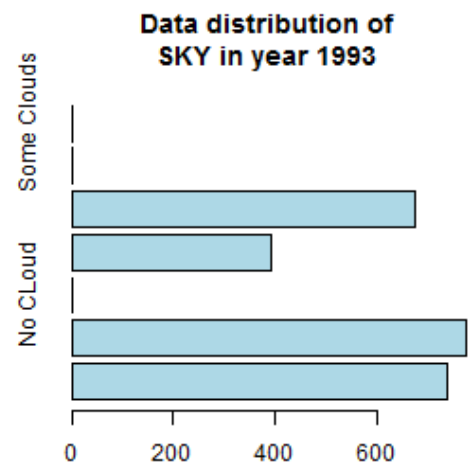
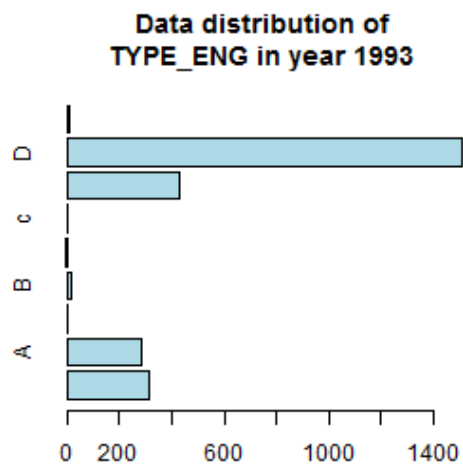
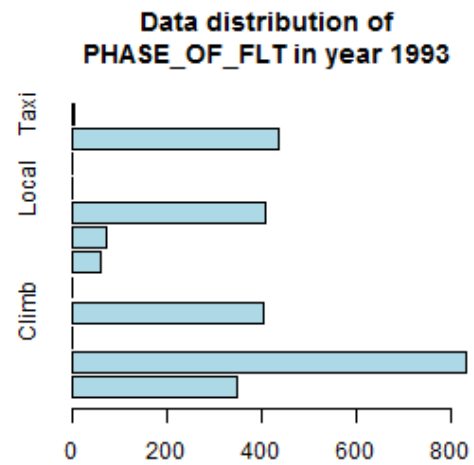
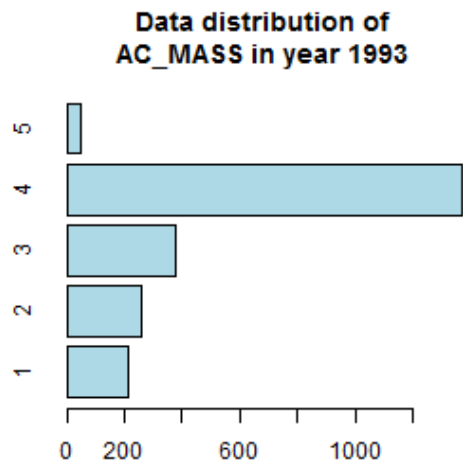
| Year | Time of day | Airports | States | Phase of flight | Sky | Precipitation | Warned |
|------|-------------|----------|--------|-----------------|-----|---------------|--------|
| 1998 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |
| 1999 | 5           | 1175     | 61     | 12              | 7   | 8             | 4      |
| 2000 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2001 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2002 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2003 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2004 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2005 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2006 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2007 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2008 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2009 | 7           | 1499     | 63     | 12              | 5   | 9             | 5      |
| 2010 | 5           | 1497     | 63     | 12              | 4   | 9             | 5      |
| 2011 | 5           | 1497     | 63     | 12              | 4   | 9             | 5      |
| 2012 | 5           | 1497     | 63     | 12              | 4   | 9             | 5      |
| 2013 | 5           | 1497     | 63     | 12              | 4   | 9             | 5      |
| 2014 | 5           | 1497     | 63     | 12              | 4   | 9             | 5      |
| 2015 | 5           | 1497     | 63     | 12              | 4   | 9             | 5      |
| 2016 | 5           | 1497     | 63     | 12              | 4   | 9             | 5      |

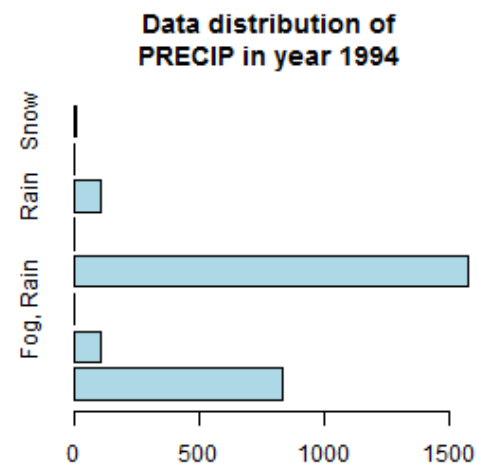
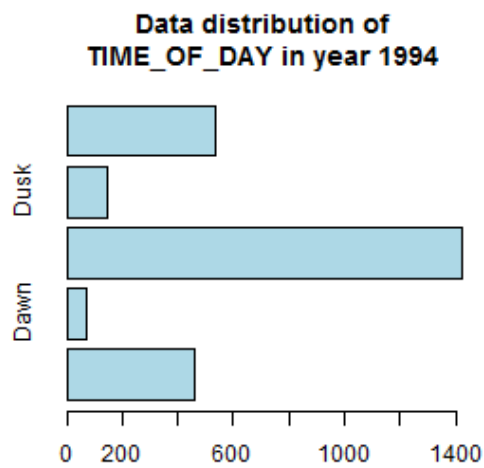
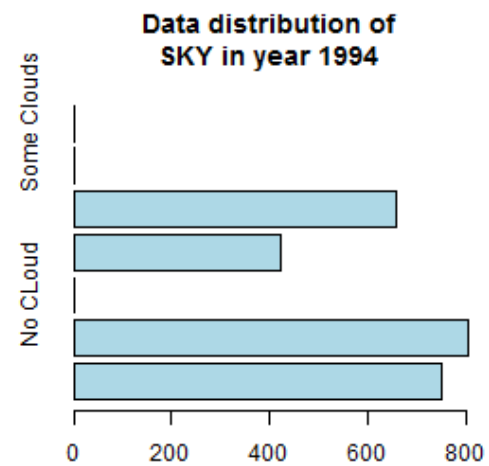
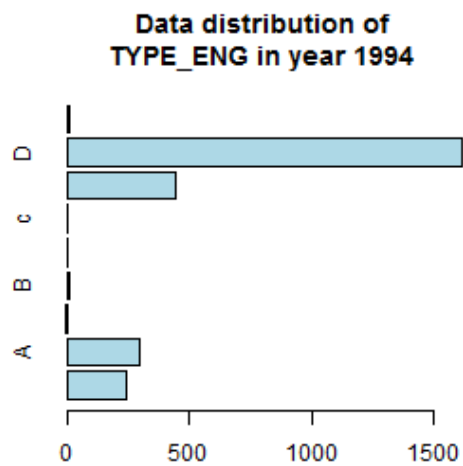
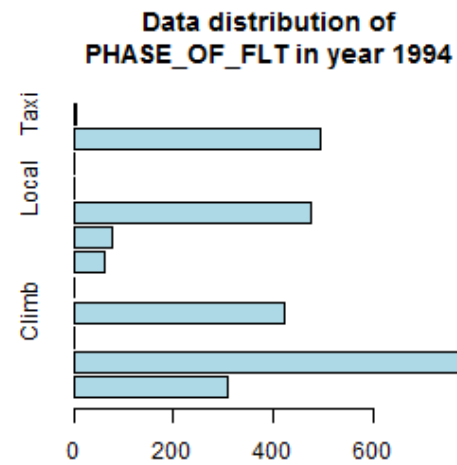
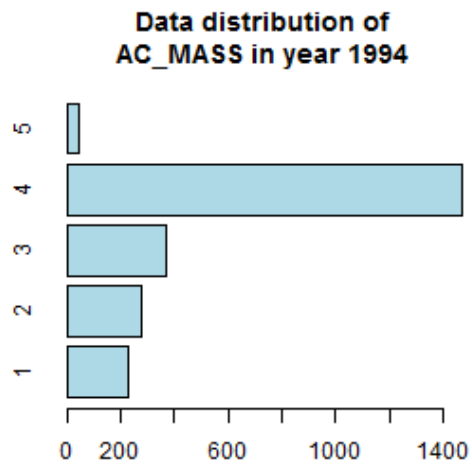
The following graphs show the distributions of some of the selected distinct items summarized in the tables above.



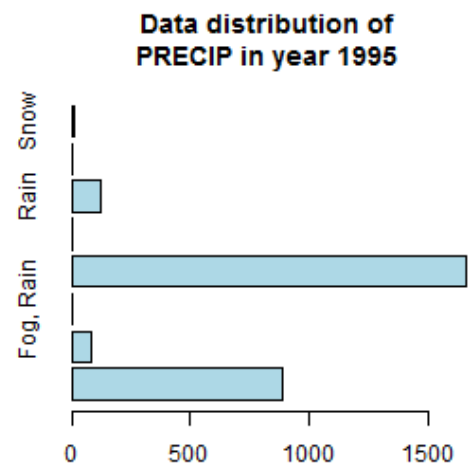
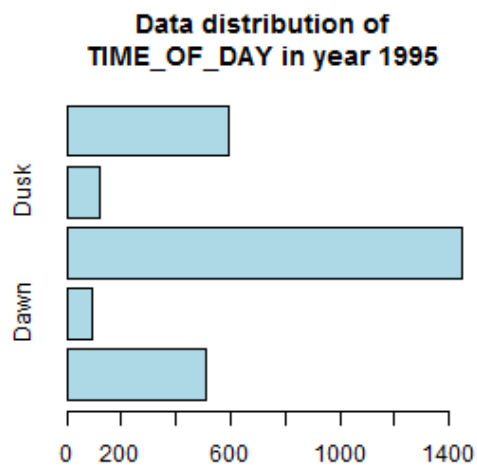
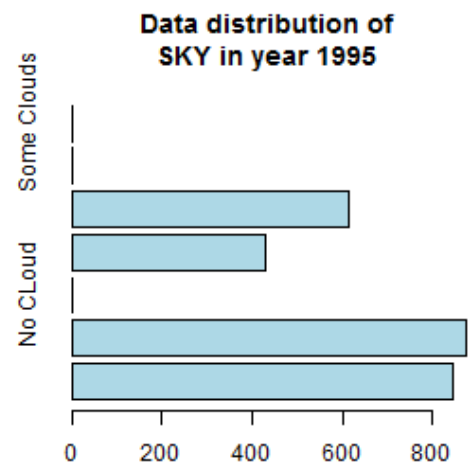
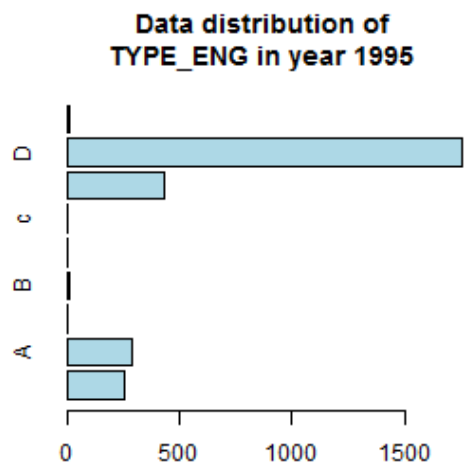
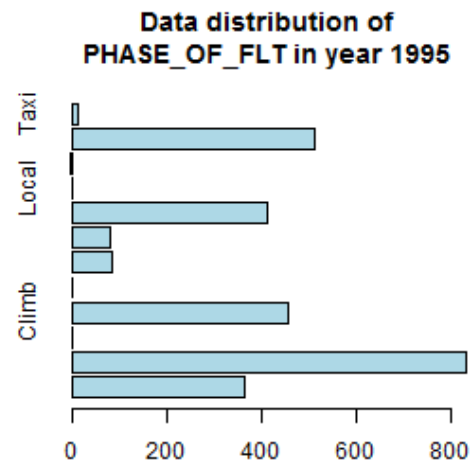
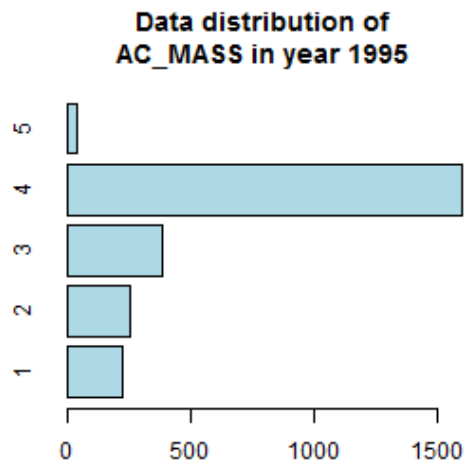


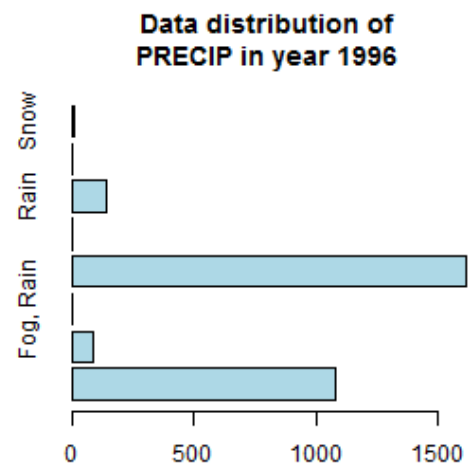
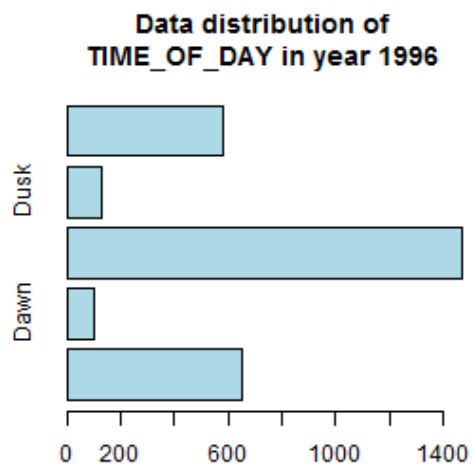
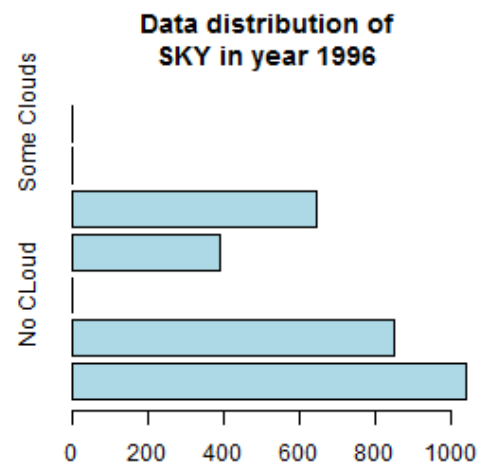
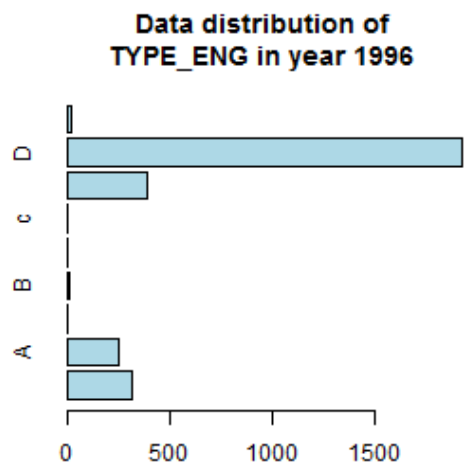
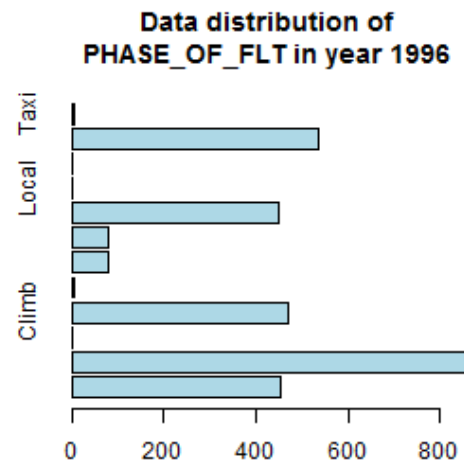
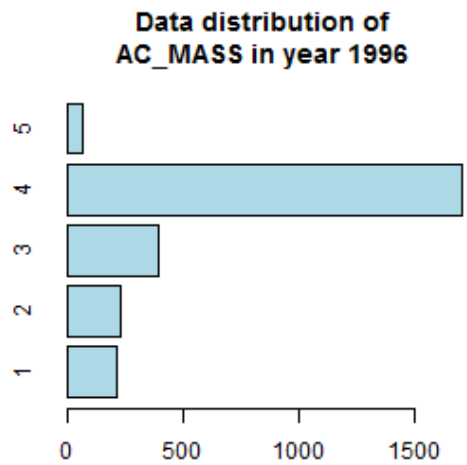


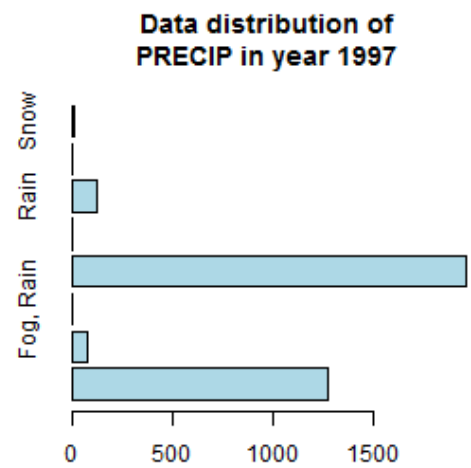
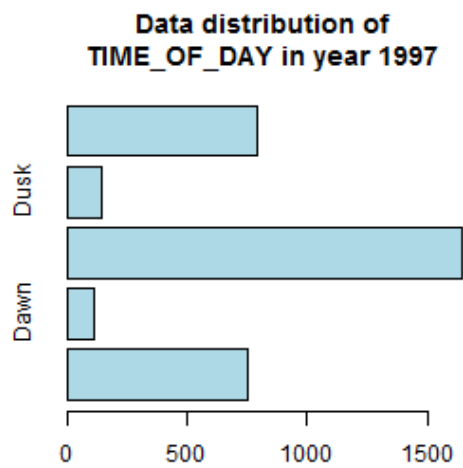
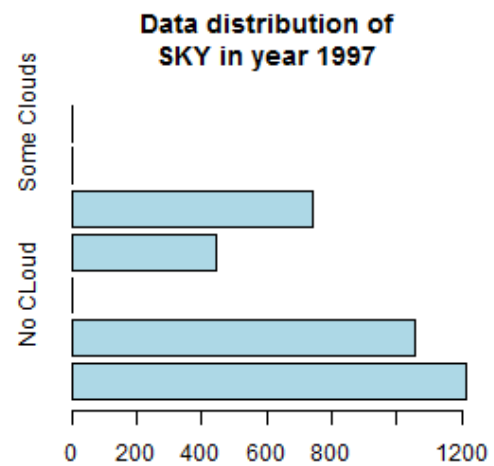
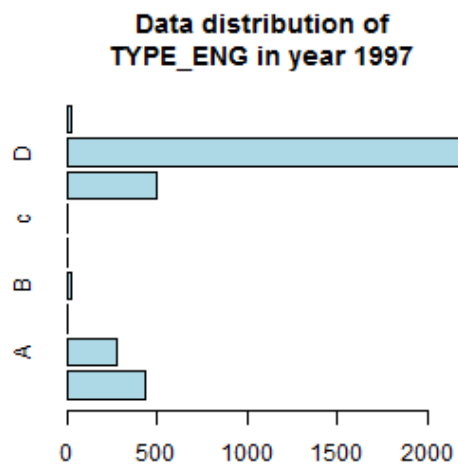
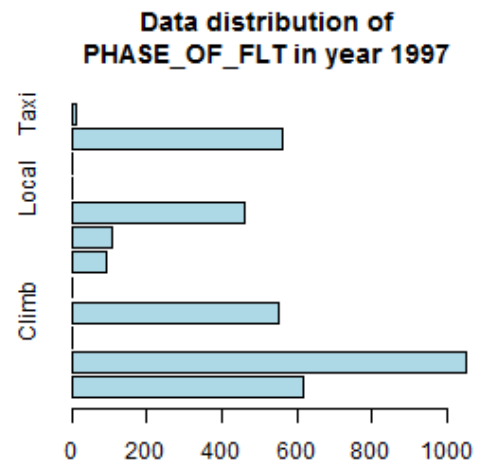
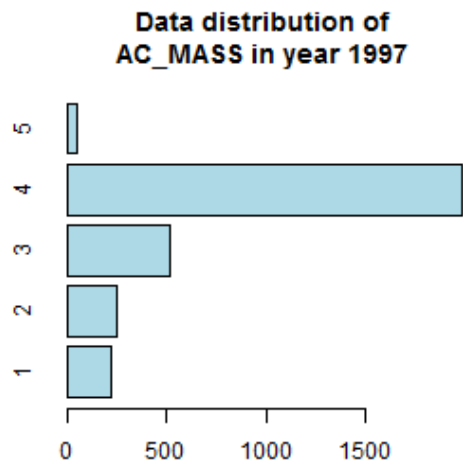


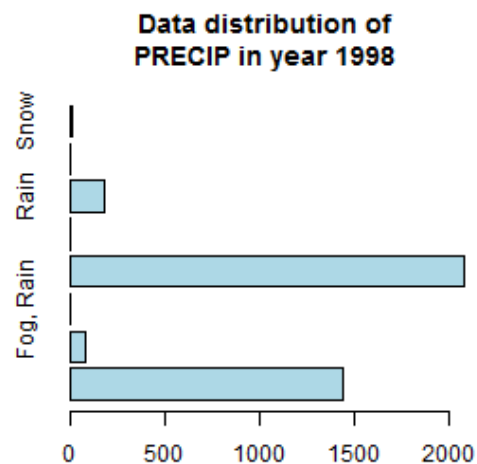
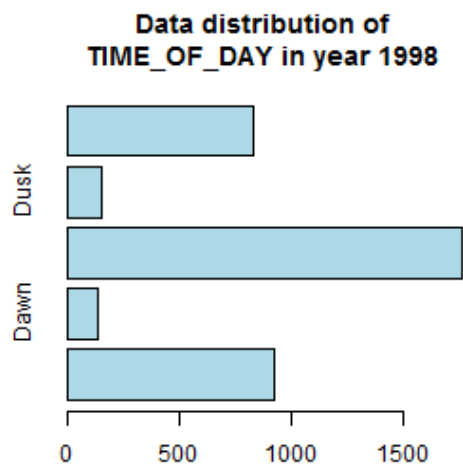
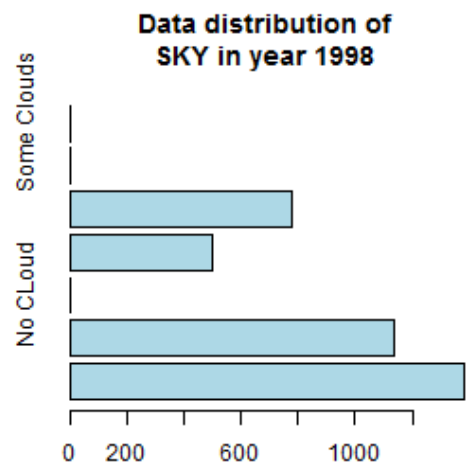
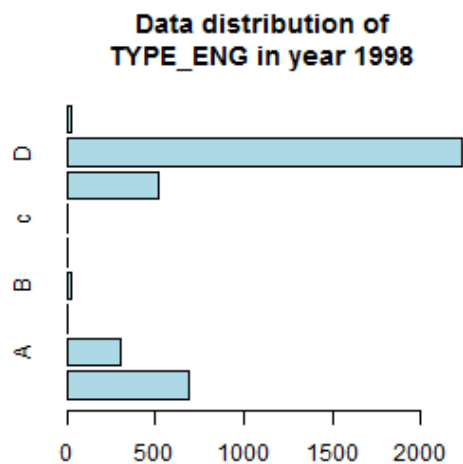
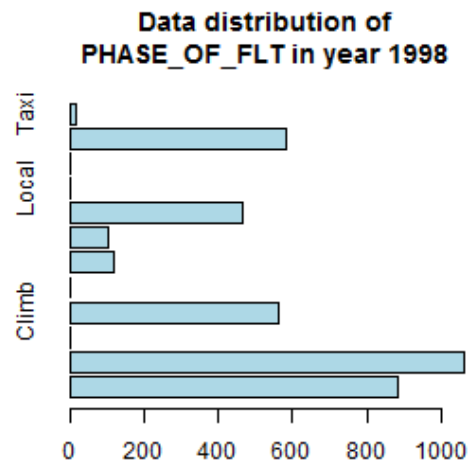
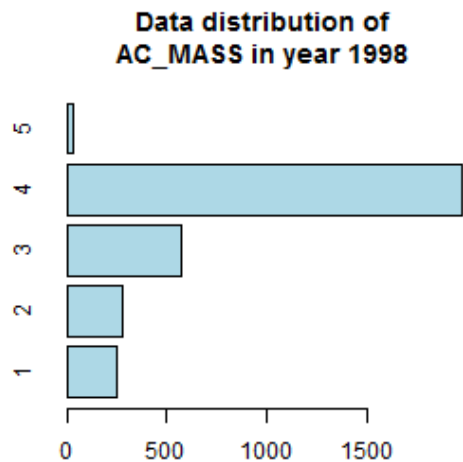


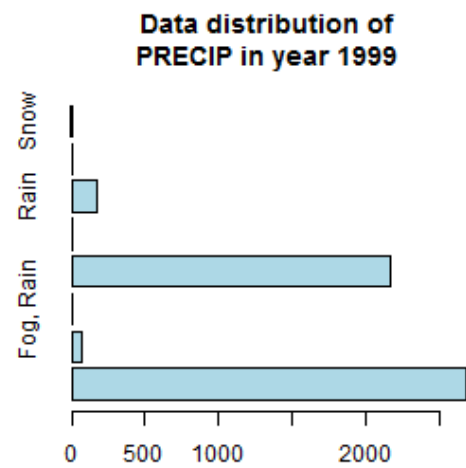
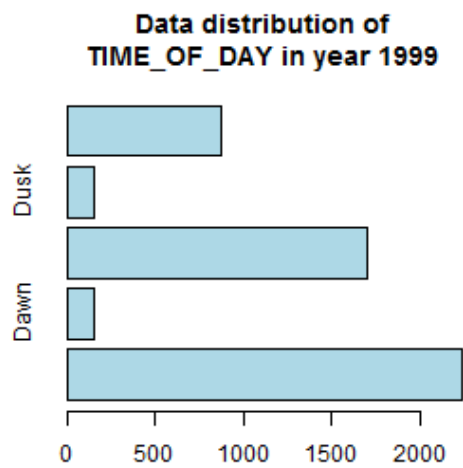
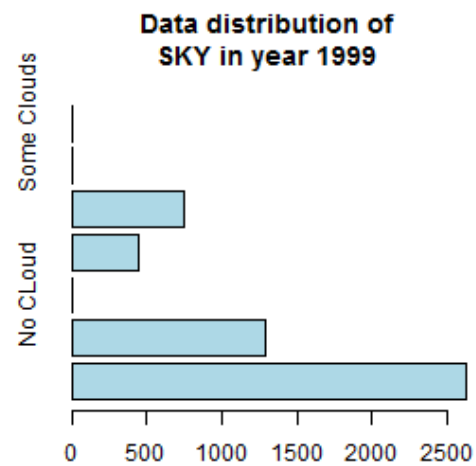
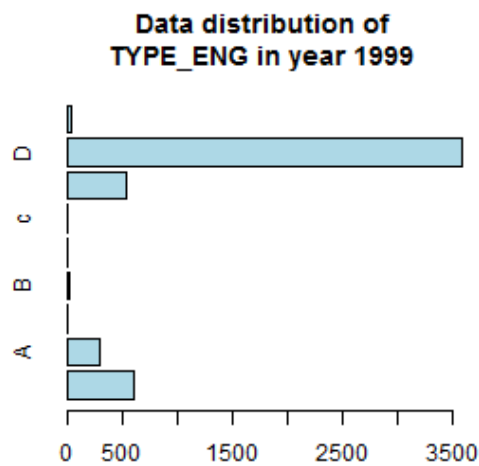
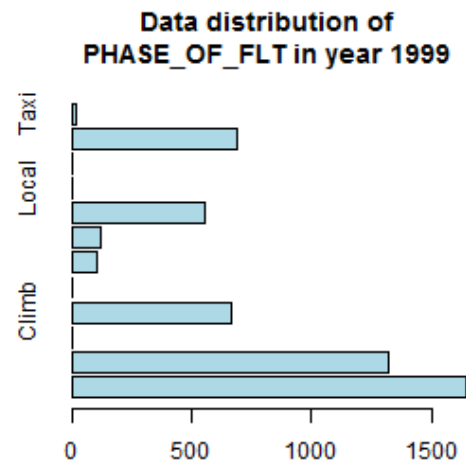
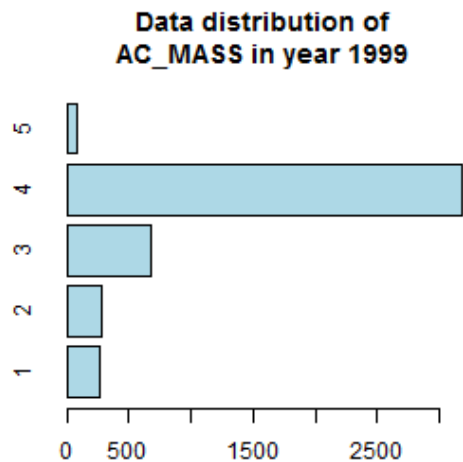


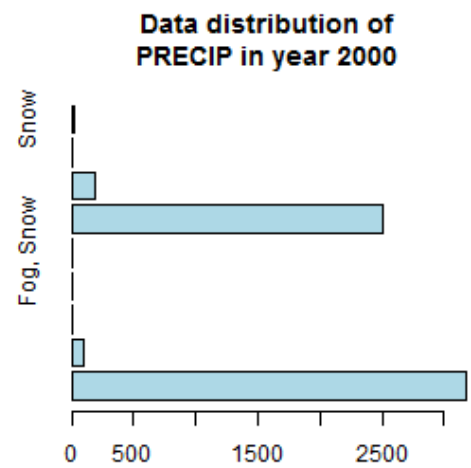
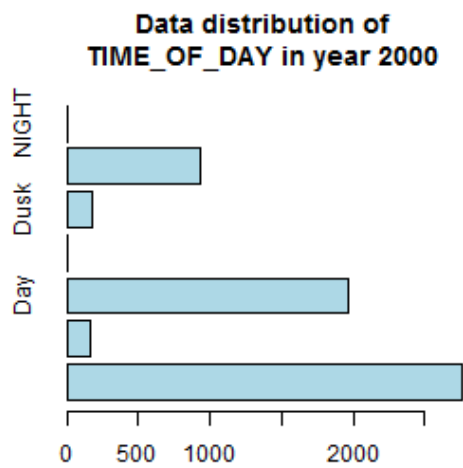
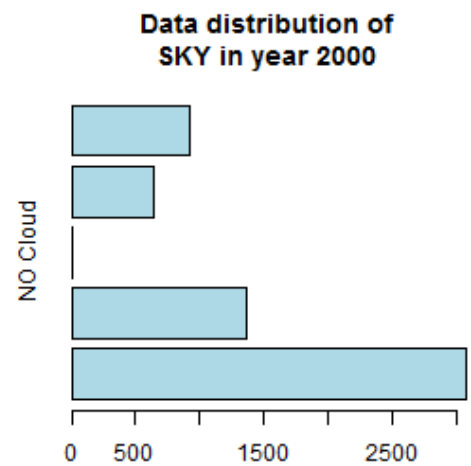
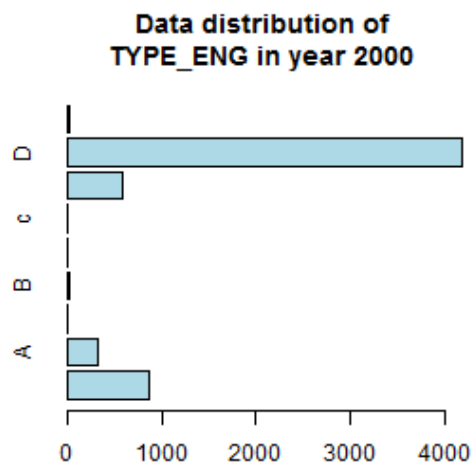
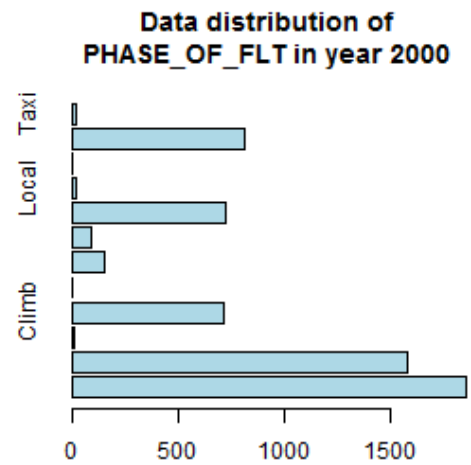
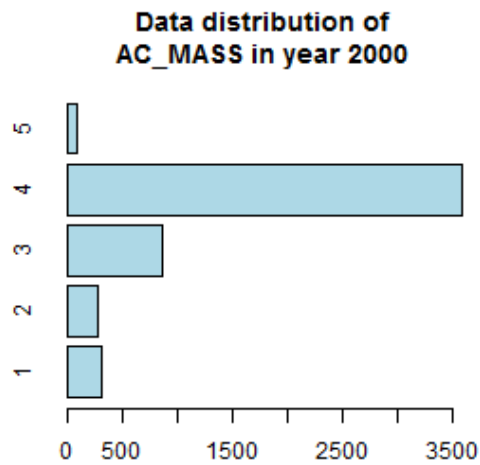


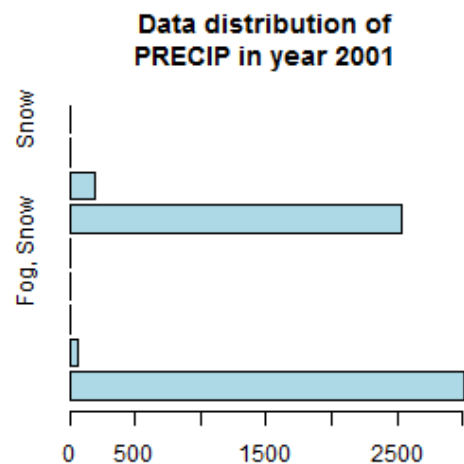
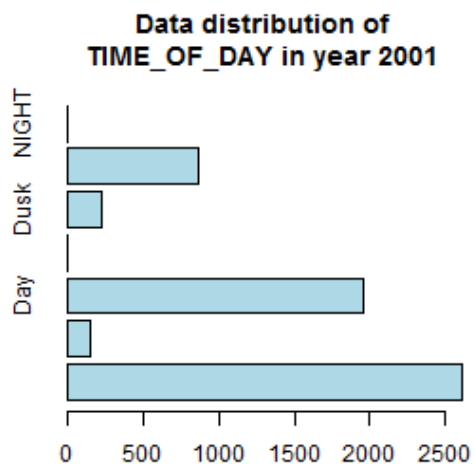
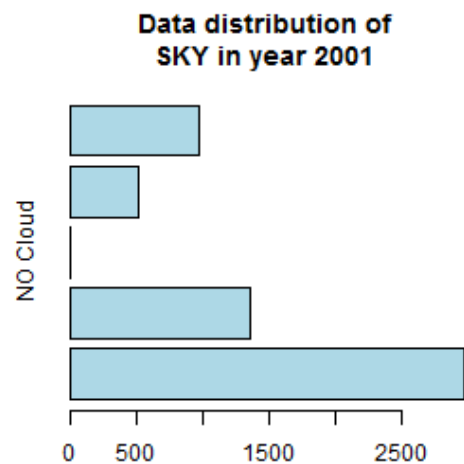
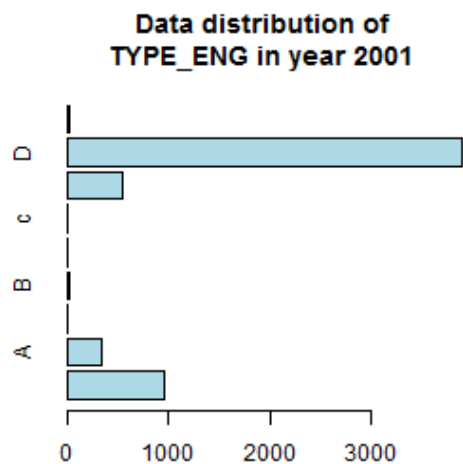
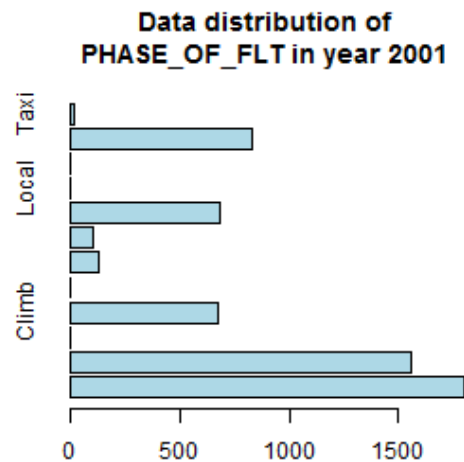
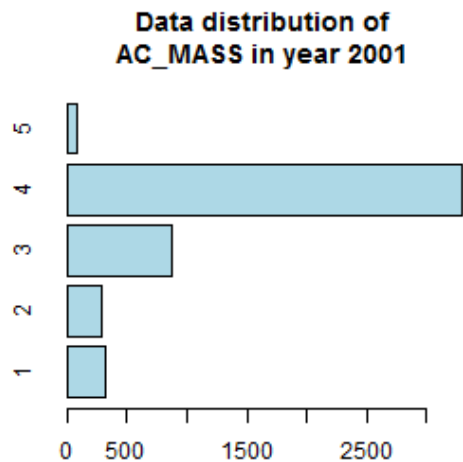


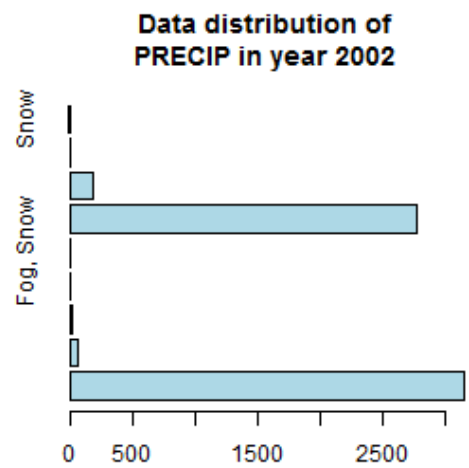
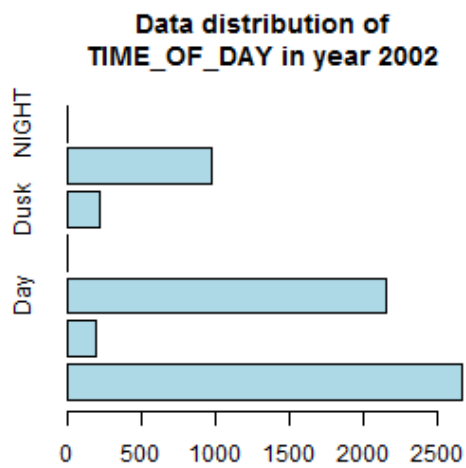
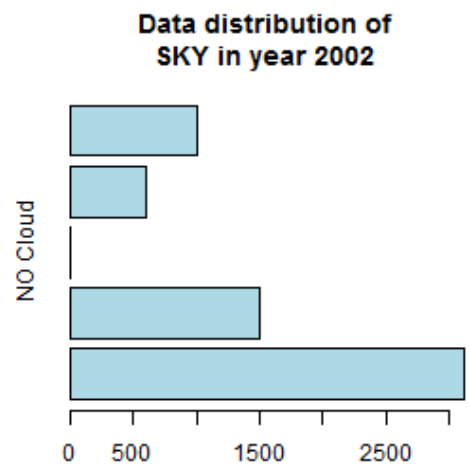
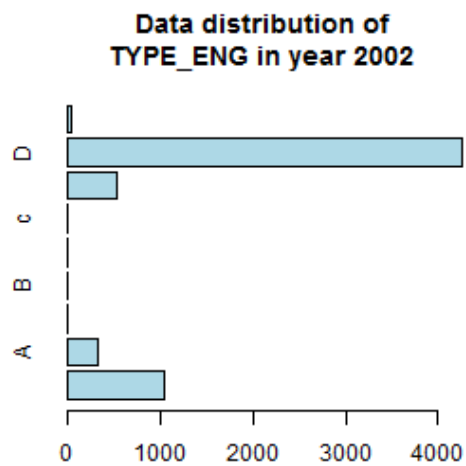
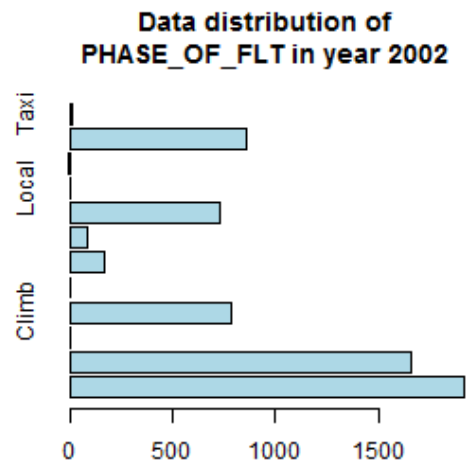
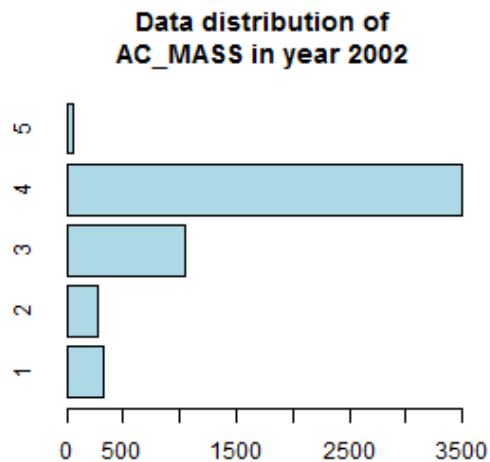




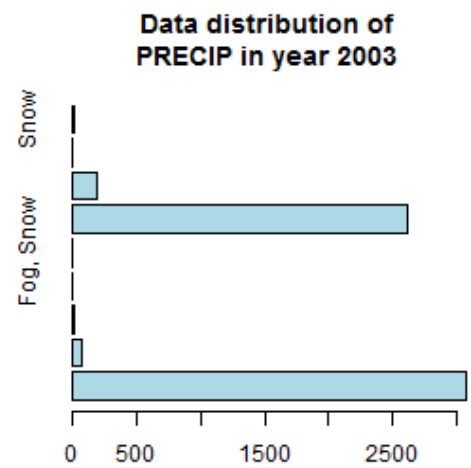
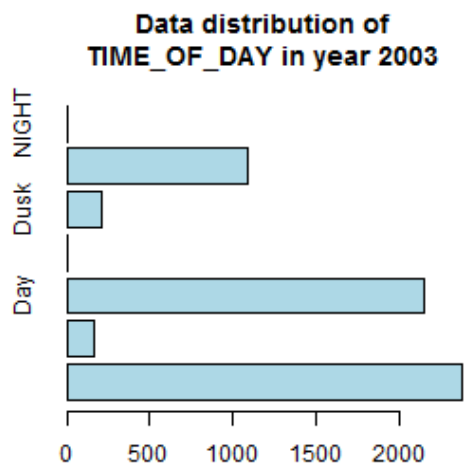
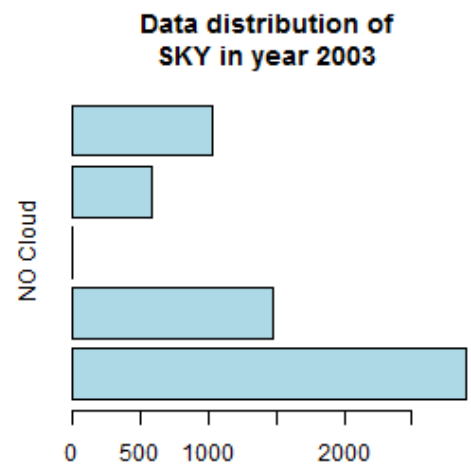
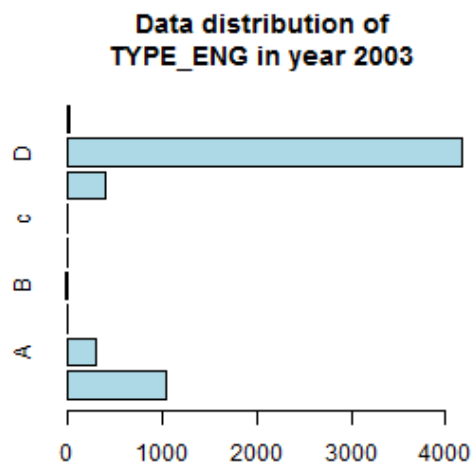
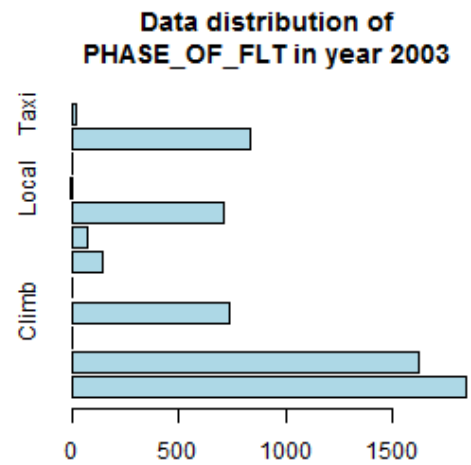
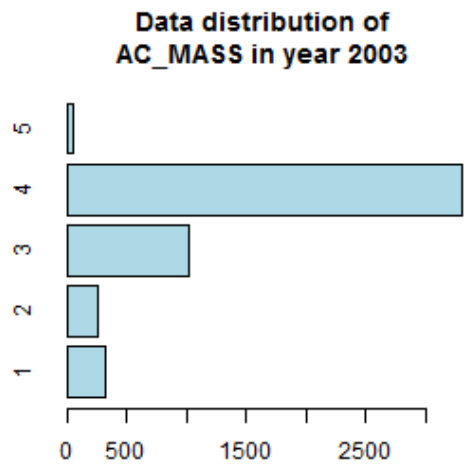


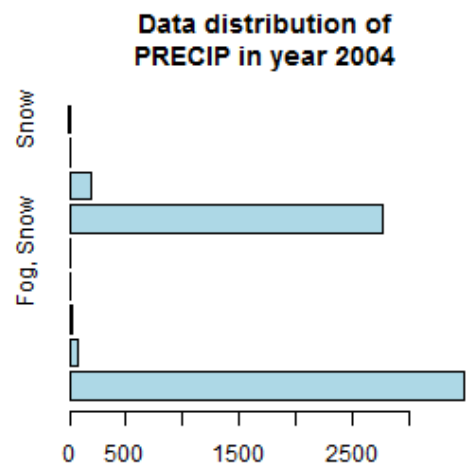
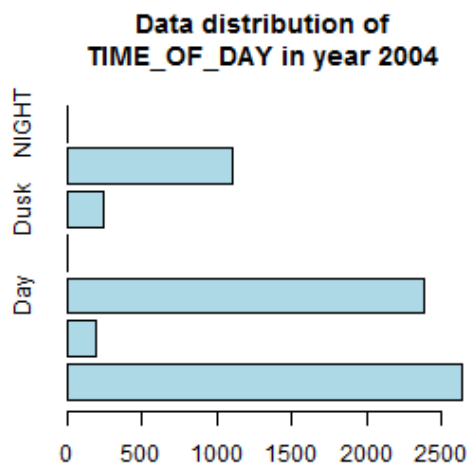
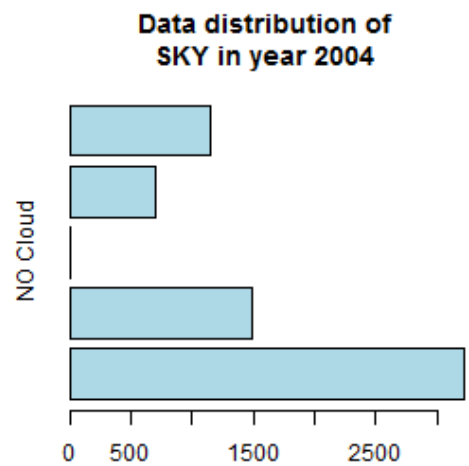
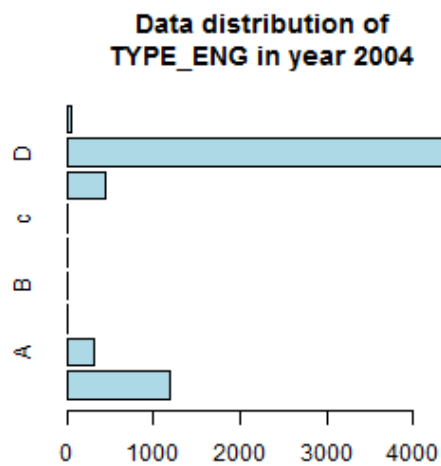
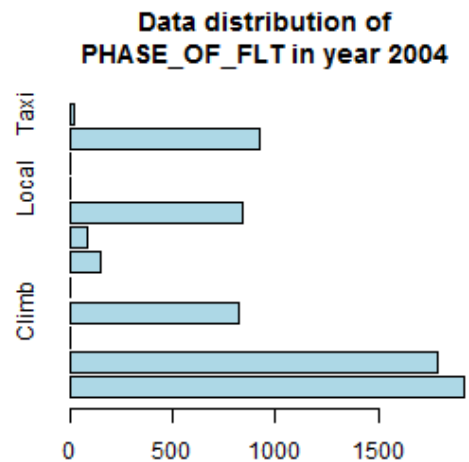
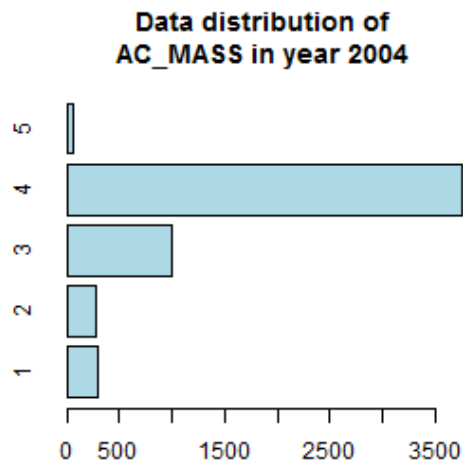


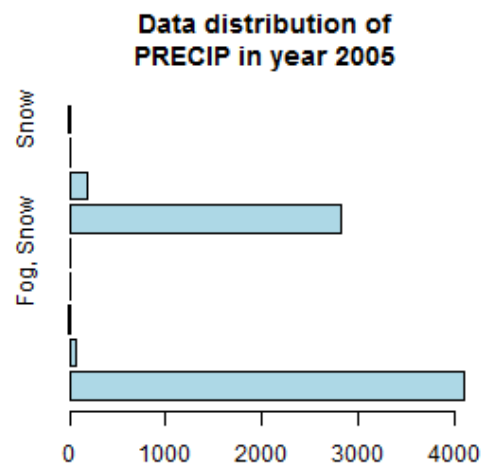
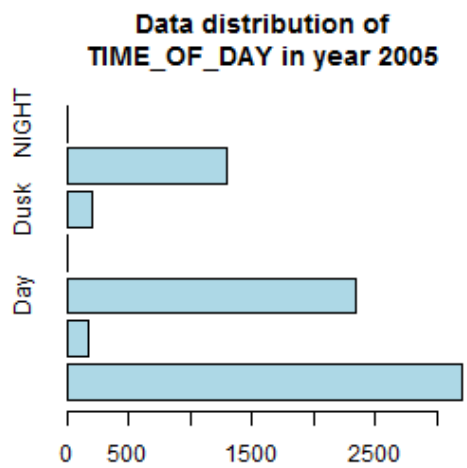
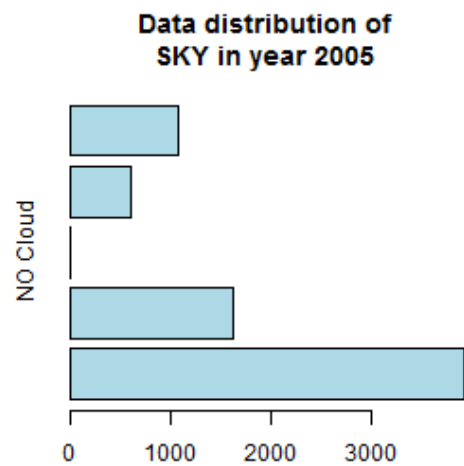
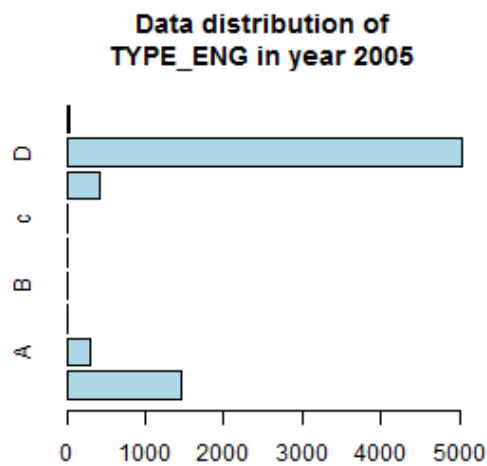
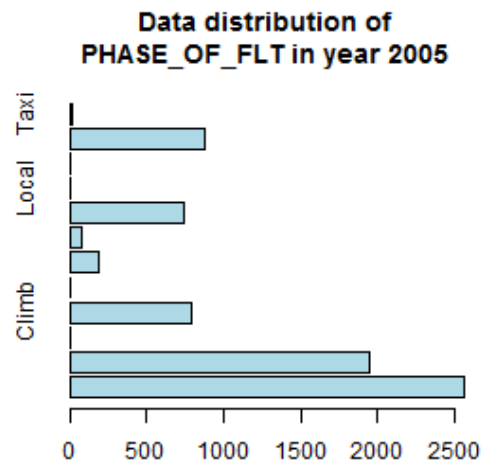
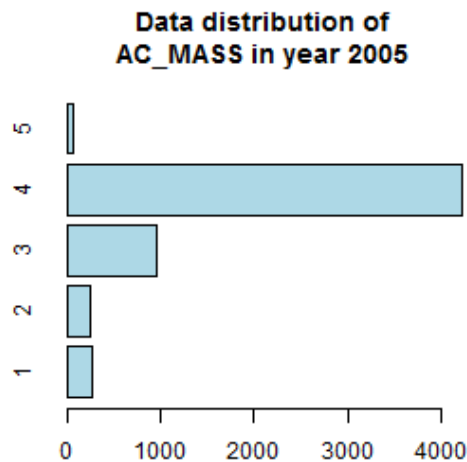


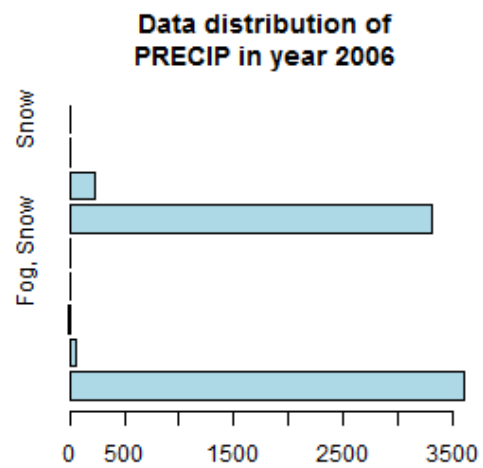
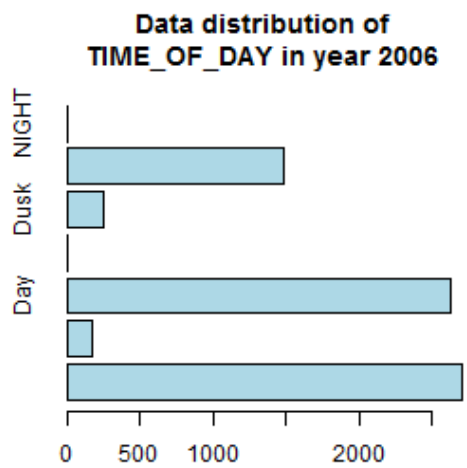
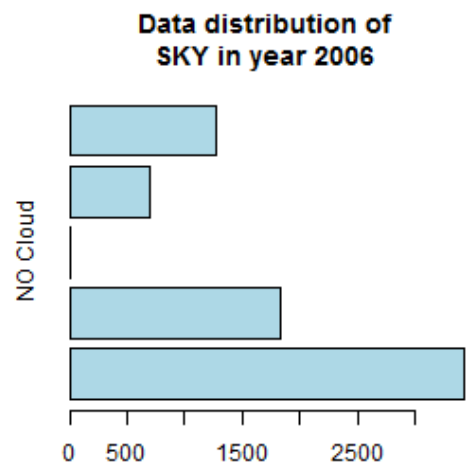
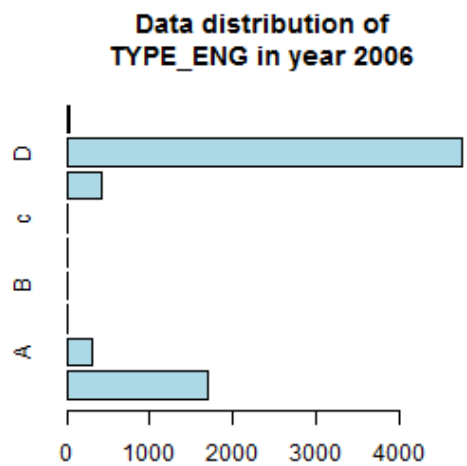
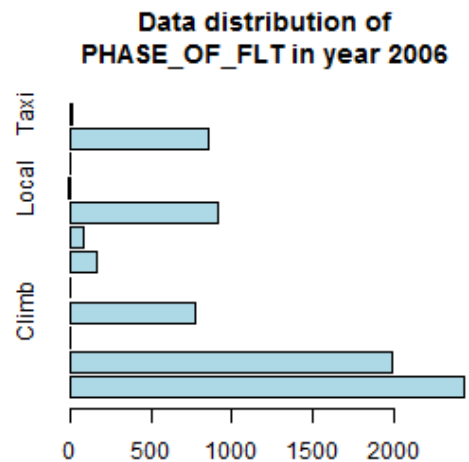
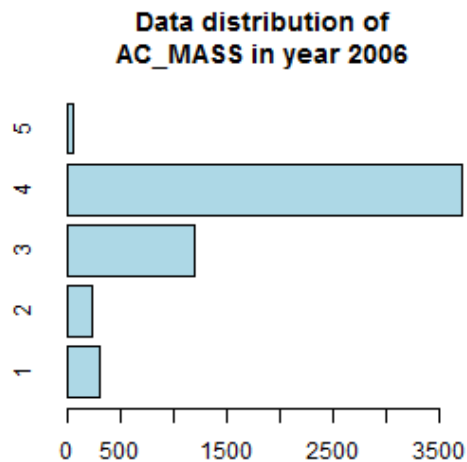


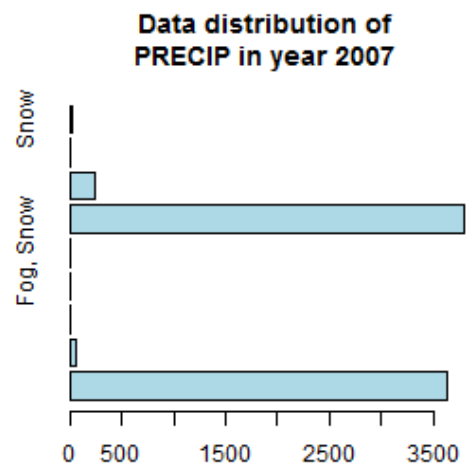
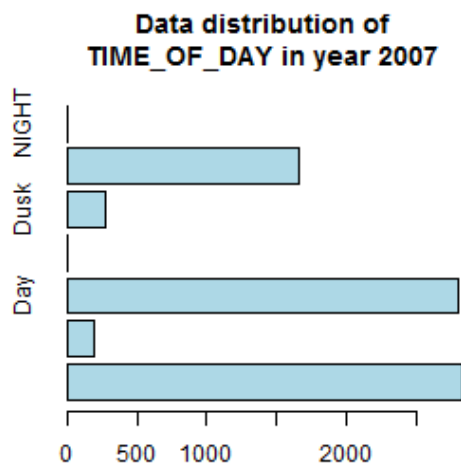
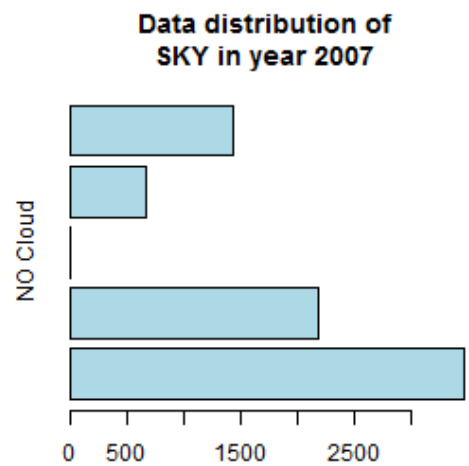
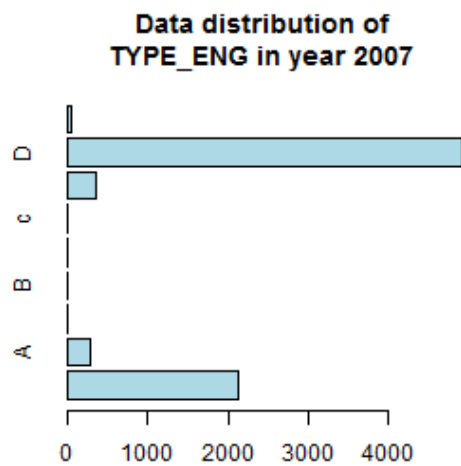
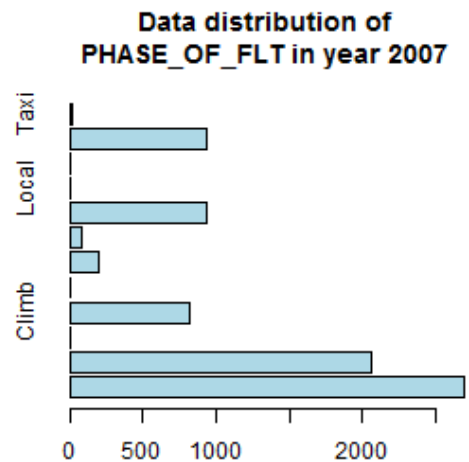
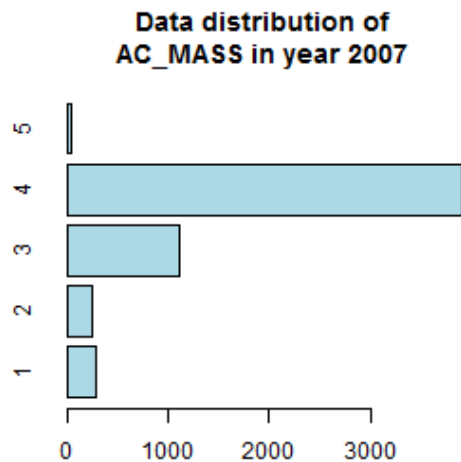


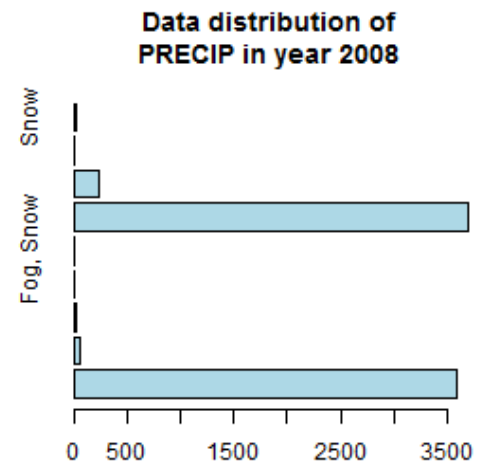
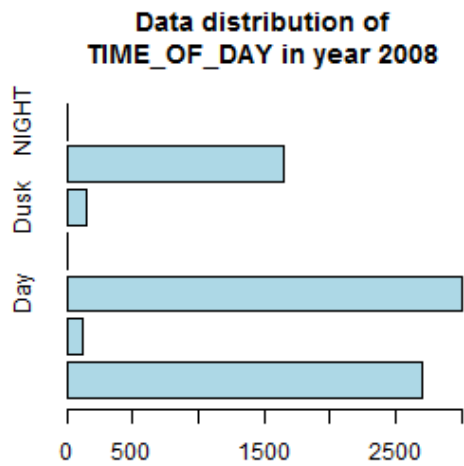
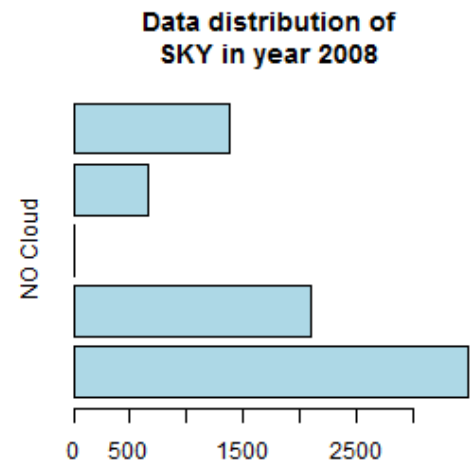
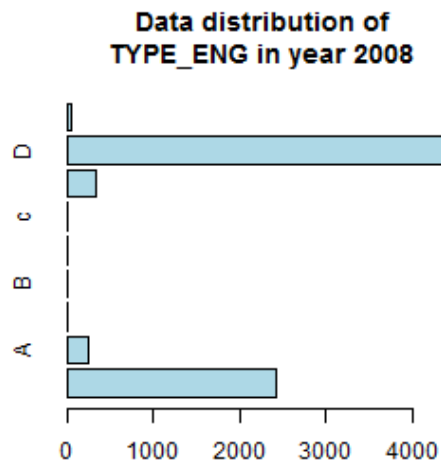
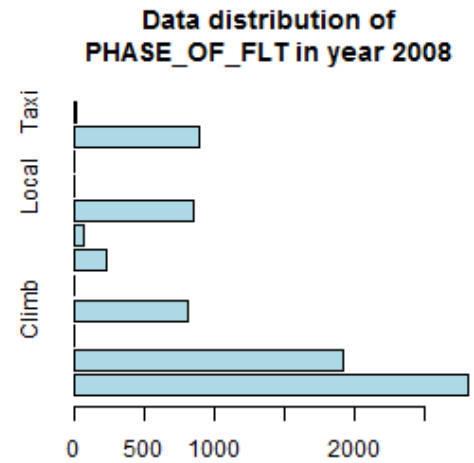
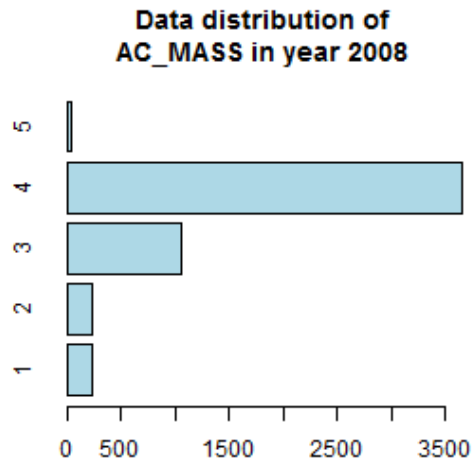


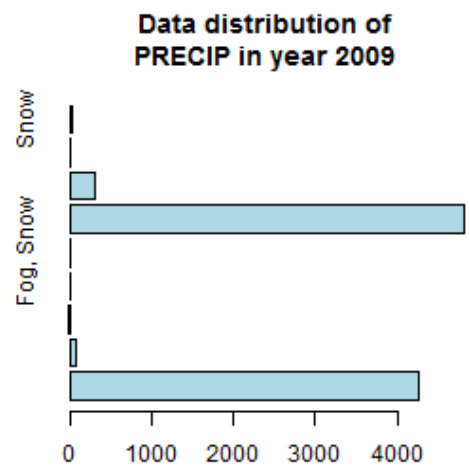
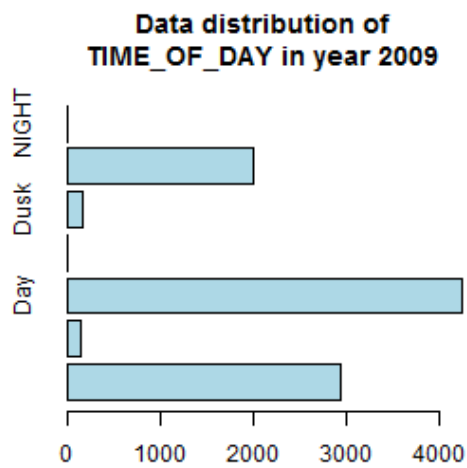
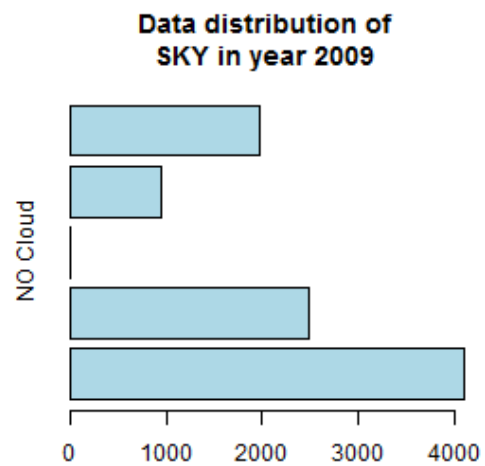
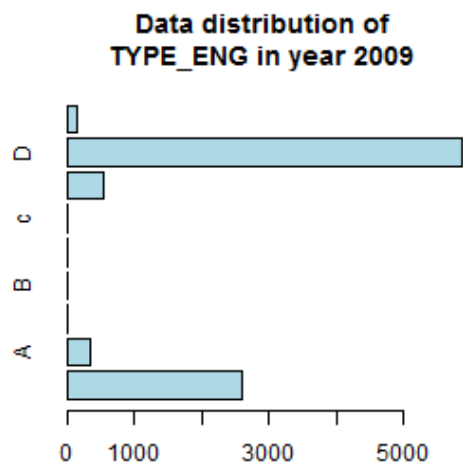
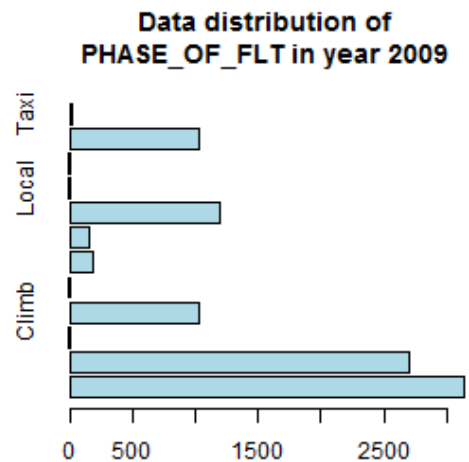
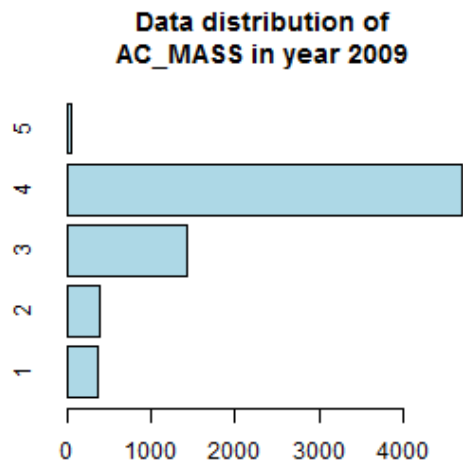


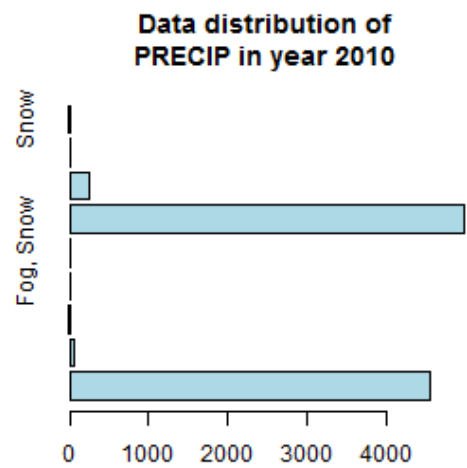
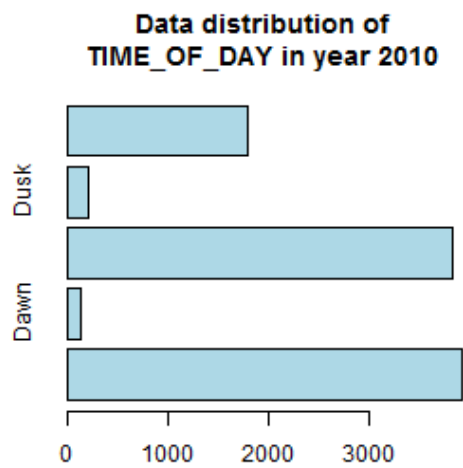
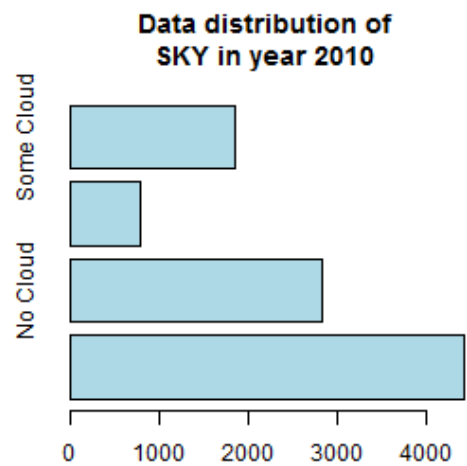
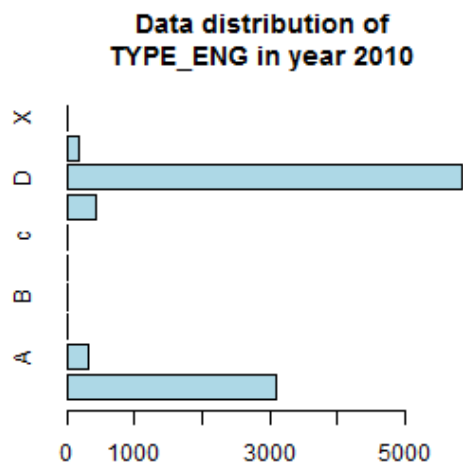
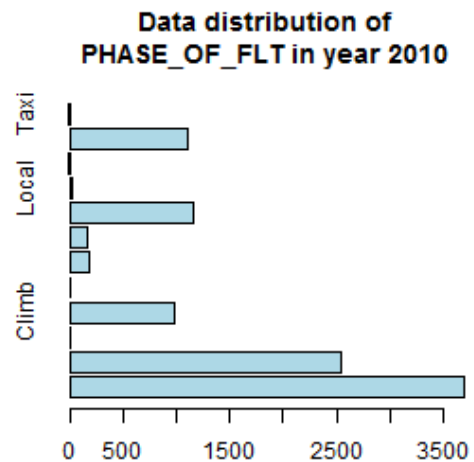
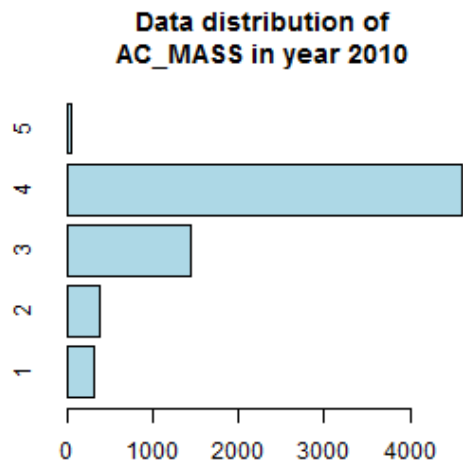




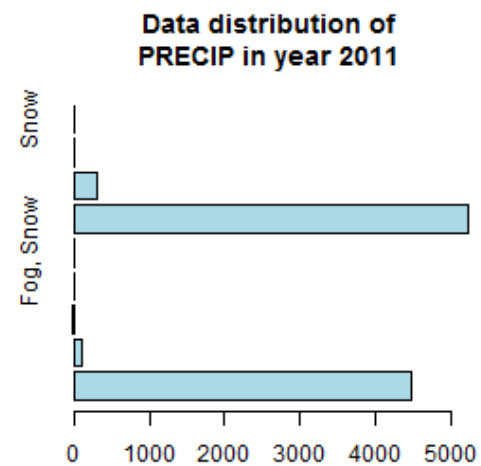
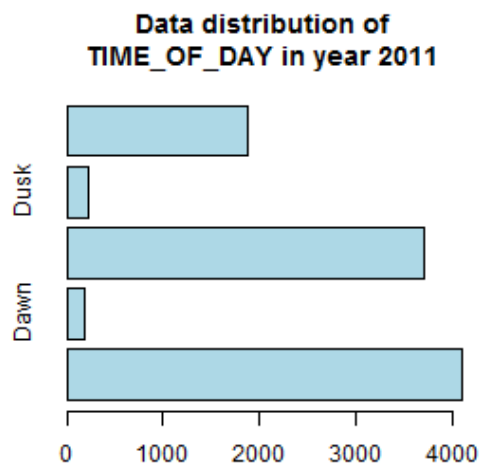
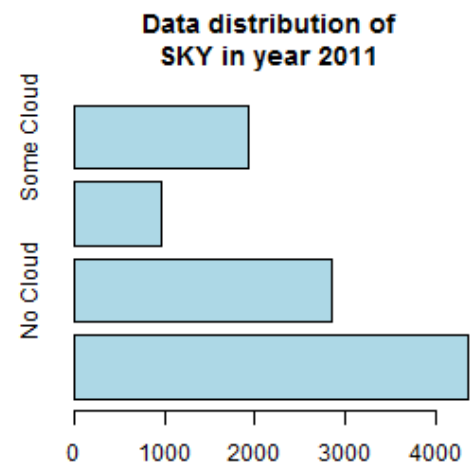
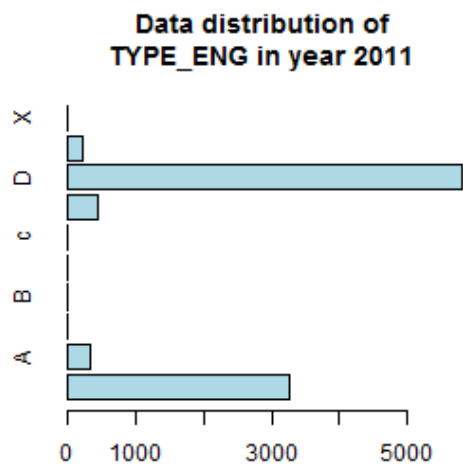
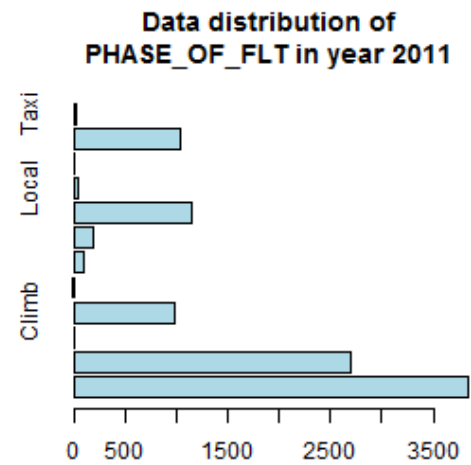
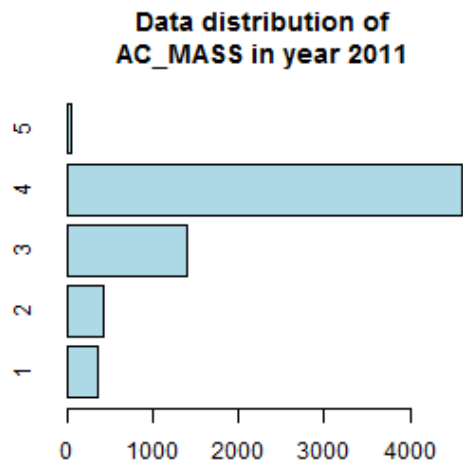


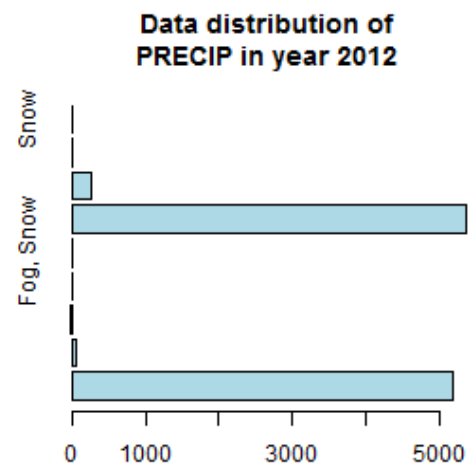
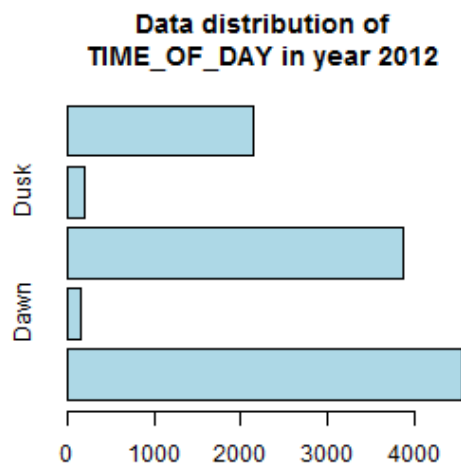
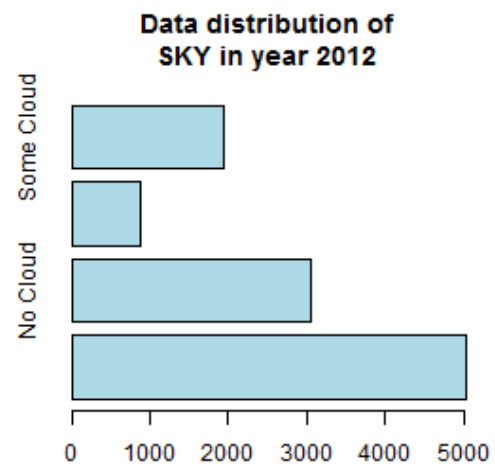
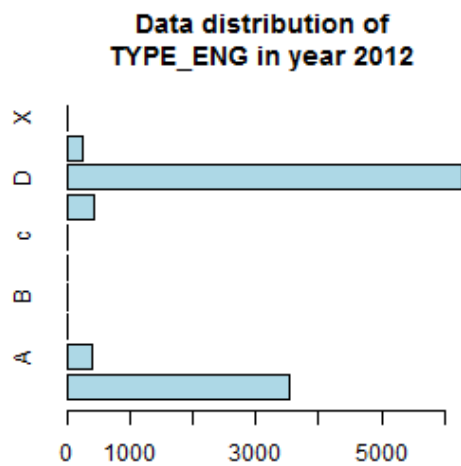
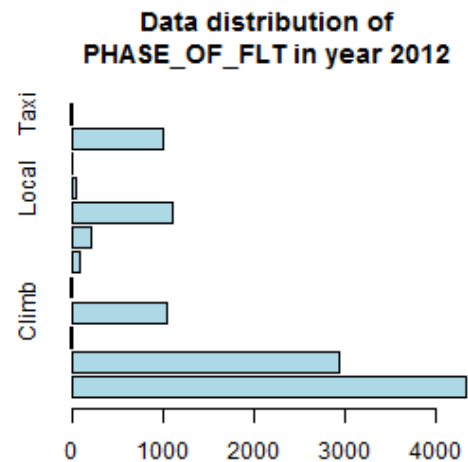
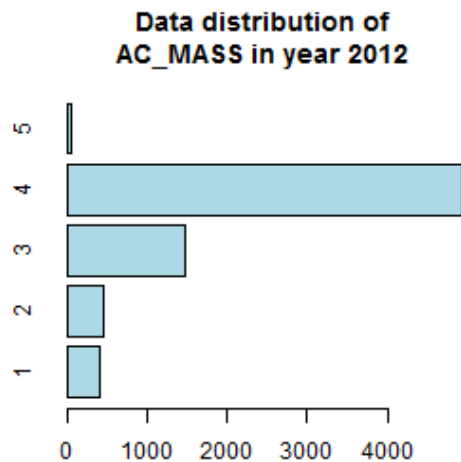


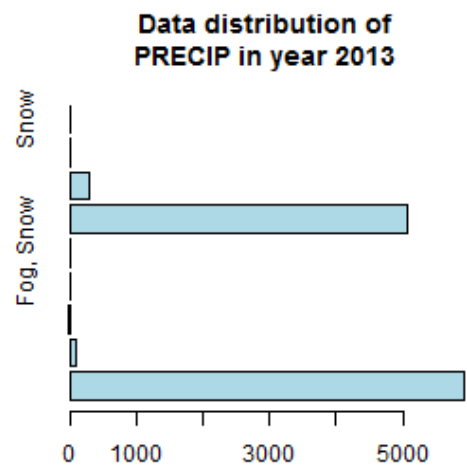
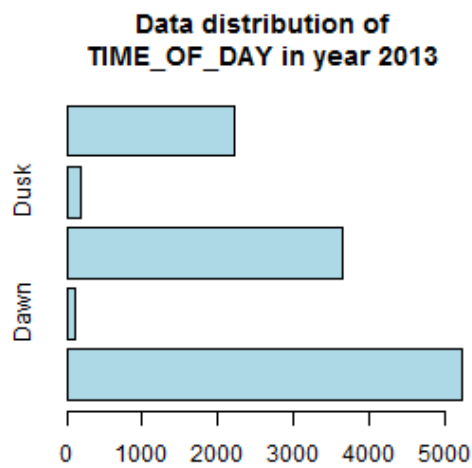
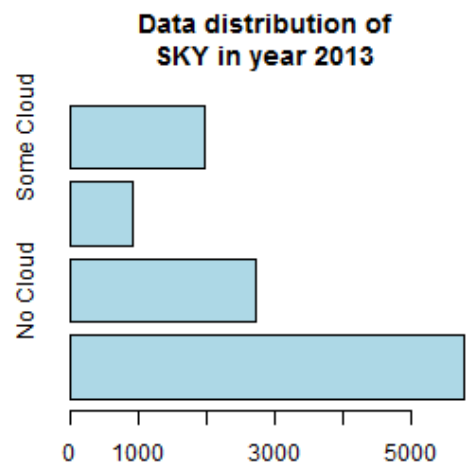
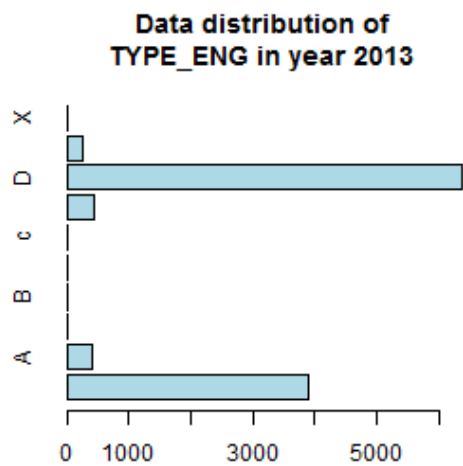
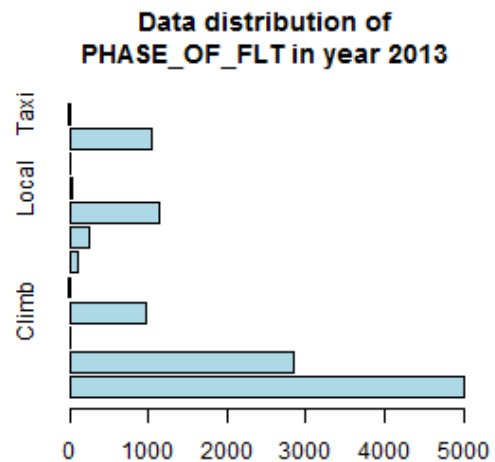
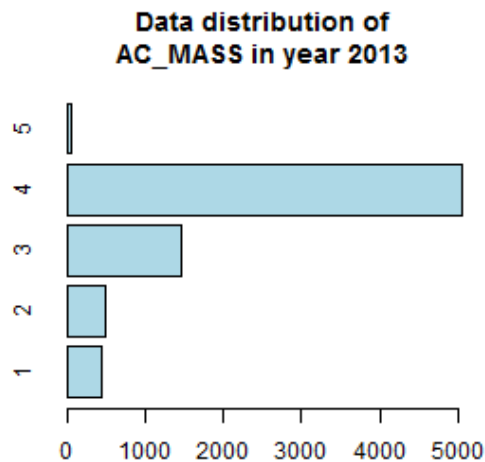


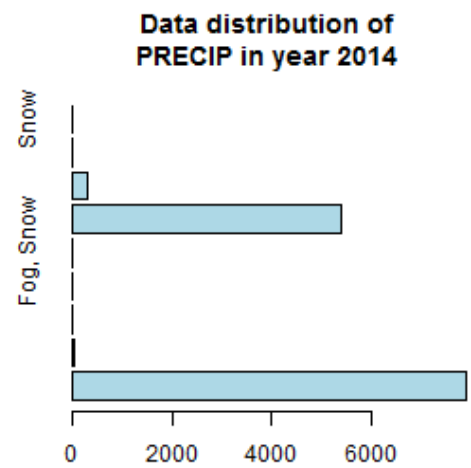
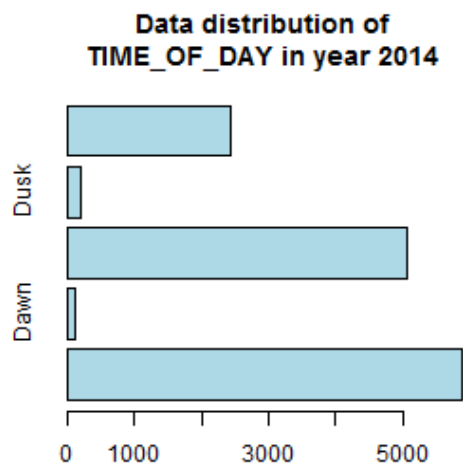
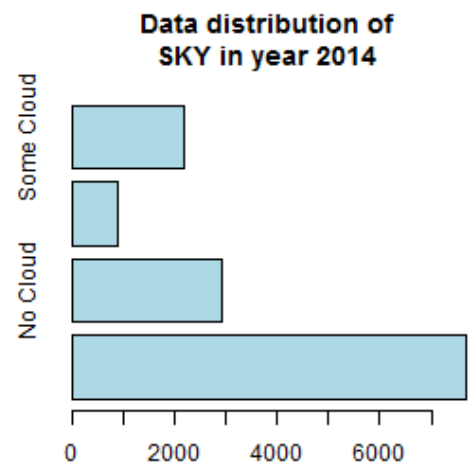
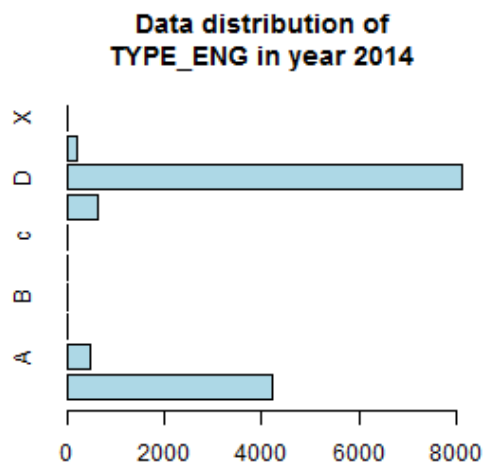
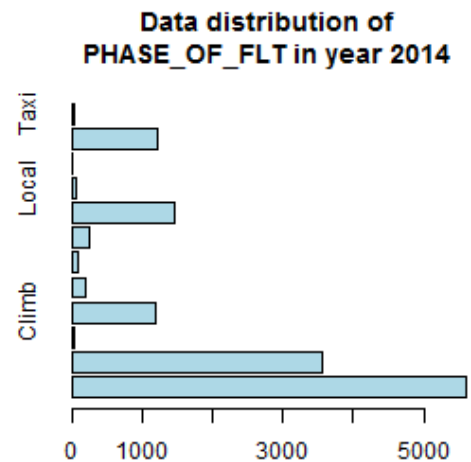
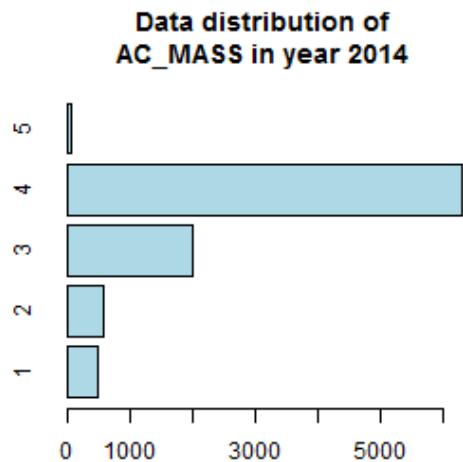


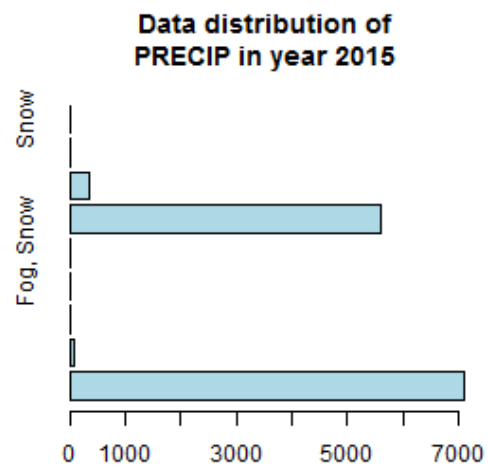
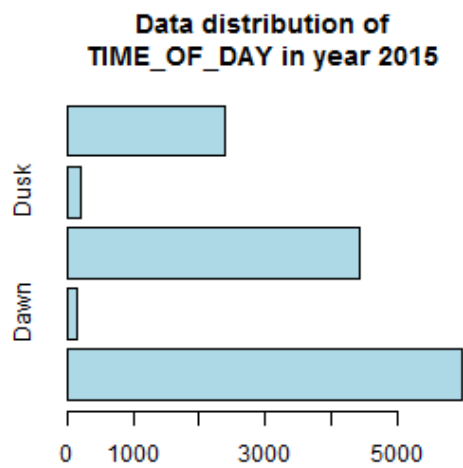
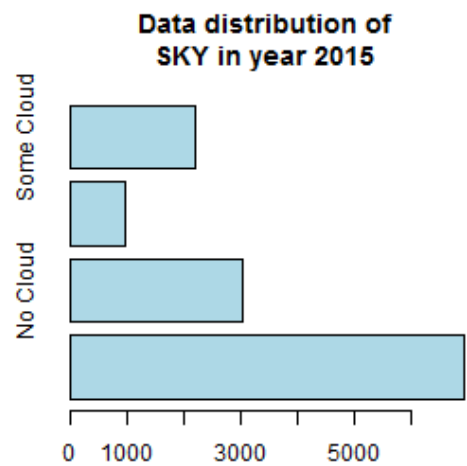
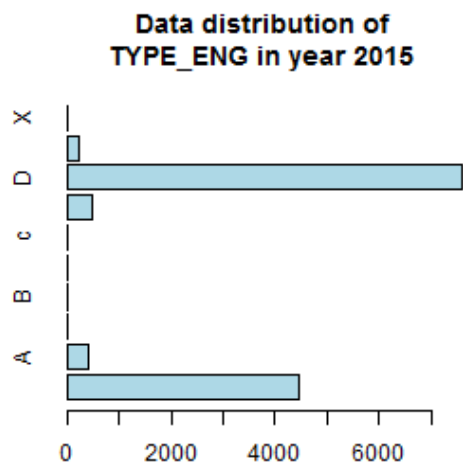
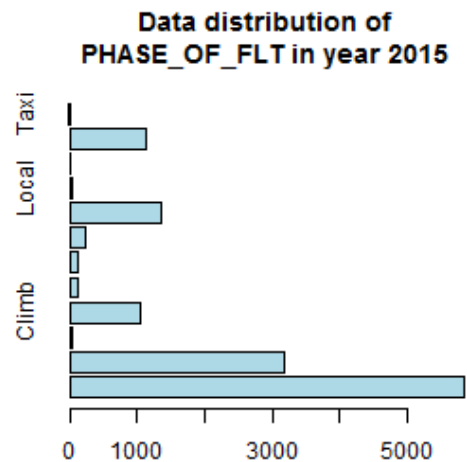
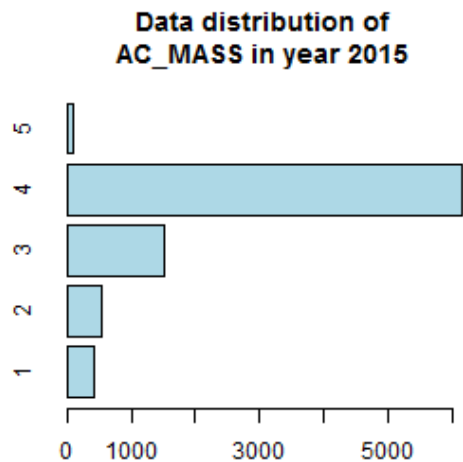


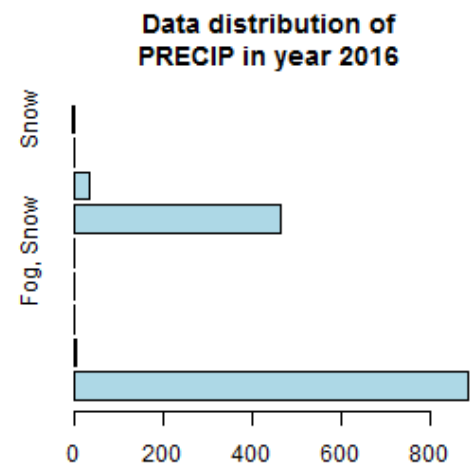
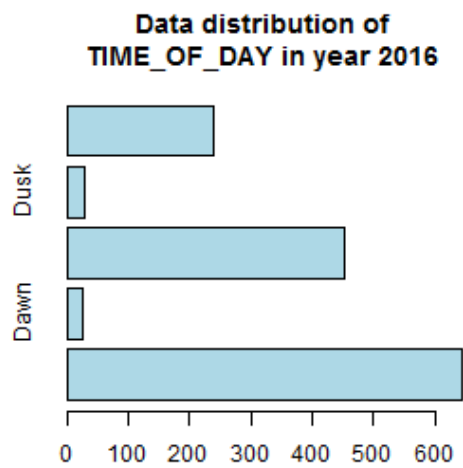
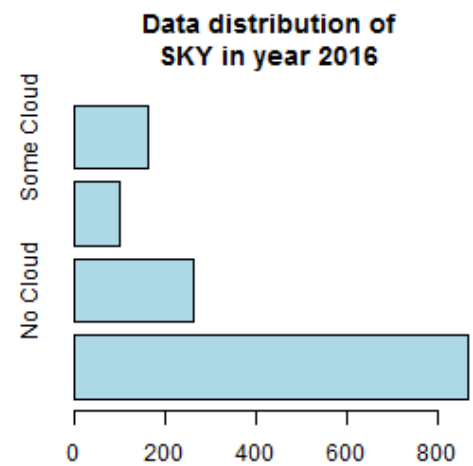
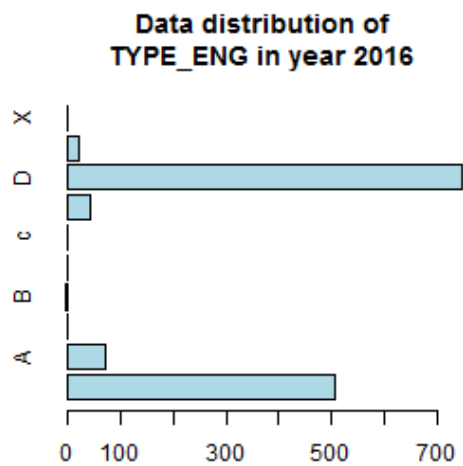
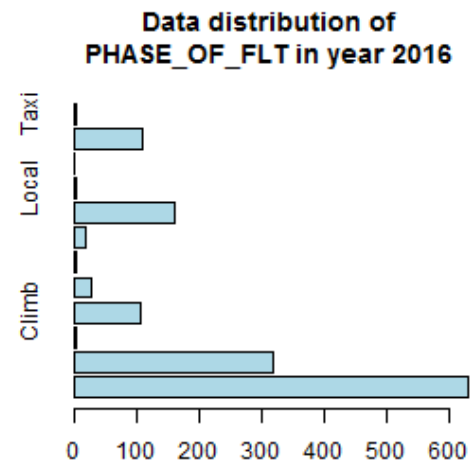
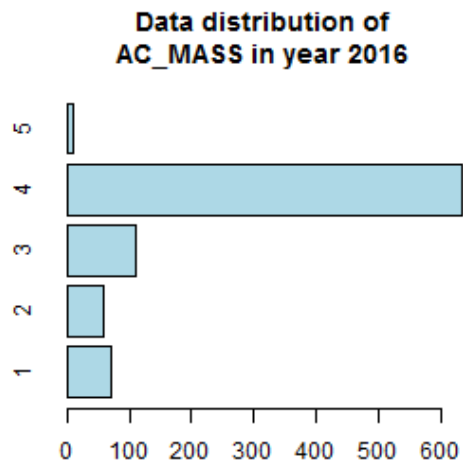












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#### 14.1.2 Flight Data (1990 - 2016)

The first summary table shows the number of distinct items for each year regarding the number of records, the carriers, and the origin and destination airports.

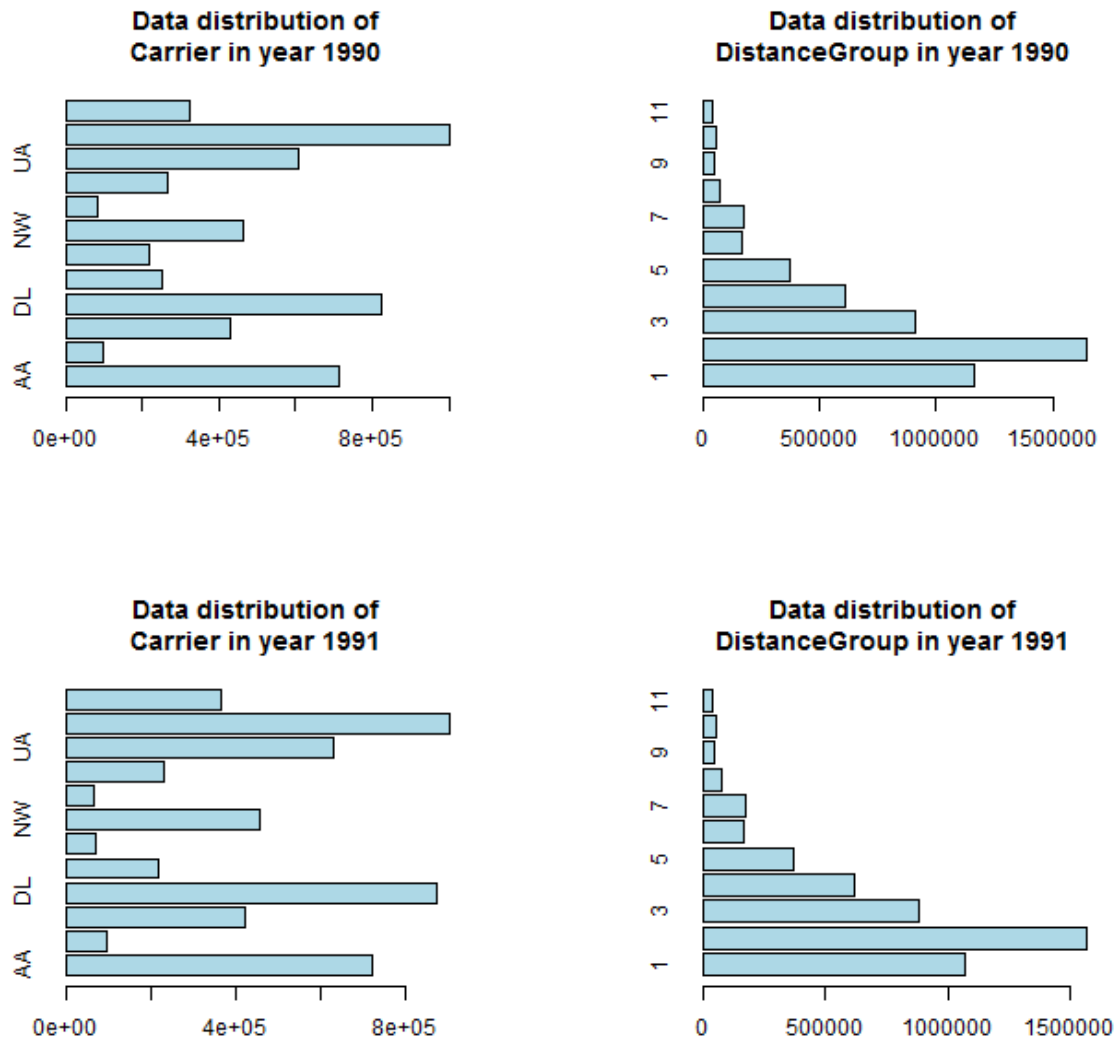
| Year | # of flights | # of carriers | Origin airports | Origin states | Destination airports | Destination states |
|------|--------------|---------------|-----------------|---------------|----------------------|--------------------|
| 1990 | 5270893      | 12            | 235             | 53            | 236                  | 53                 |
| 1991 | 5076925      | 12            | 233             | 52            | 233                  | 52                 |
| 1992 | 5092157      | 10            | 233             | 52            | 233                  | 52                 |
| 1993 | 5070501      | 10            | 227             | 52            | 227                  | 52                 |
| 1994 | 5180048      | 10            | 224             | 52            | 225                  | 52                 |
| 1995 | 5327435      | 10            | 218             | 52            | 218                  | 52                 |
| 1996 | 5351983      | 10            | 211             | 52            | 212                  | 52                 |
| 1997 | 5411843      | 10            | 205             | 51            | 206                  | 52                 |
| 1998 | 5384721      | 10            | 207             | 51            | 208                  | 51                 |
| 1999 | 5527884      | 10            | 205             | 51            | 205                  | 51                 |
| 2000 | 5683047      | 11            | 206             | 51            | 206                  | 51                 |
| 2001 | 5967780      | 12            | 231             | 51            | 230                  | 51                 |
| 2002 | 5271359      | 10            | 218             | 50            | 219                  | 50                 |
| 2003 | 6488540      | 18            | 282             | 51            | 282                  | 51                 |
| 2004 | 7129270      | 19            | 285             | 51            | 288                  | 51                 |
| 2005 | 7140596      | 20            | 286             | 51            | 289                  | 51                 |
| 2006 | 7141922      | 21            | 289             | 52            | 296                  | 52                 |
| 2007 | 7455458      | 20            | 304             | 52            | 310                  | 52                 |
| 2008 | 7009726      | 20            | 303             | 51            | 304                  | 51                 |
| 2009 | 6450285      | 19            | 296             | 51            | 296                  | 51                 |
| 2010 | 6450117      | 18            | 305             | 52            | 305                  | 52                 |
| 2011 | 6085281      | 16            | 299             | 52            | 301                  | 52                 |
| 2012 | 6096762      | 15            | 312             | 52            | 313                  | 52                 |
| 2013 | 6369482      | 16            | 320             | 53            | 318                  | 53                 |
| 2014 | 5819811      | 14            | 325             | 53            | 324                  | 53                 |
| 2015 | 5819079      | 14            | 322             | 53            | 322                  | 53                 |
| 2016 | 5617658      | 12            | 313             | 52            | 310                  | 52                 |

The second summary table shows the number of distinct items for each year the departure time group and distance between the airports.

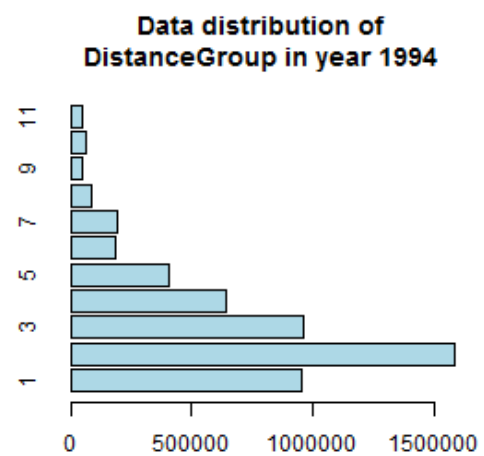
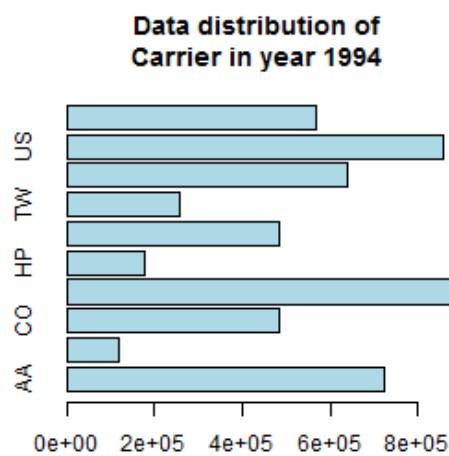
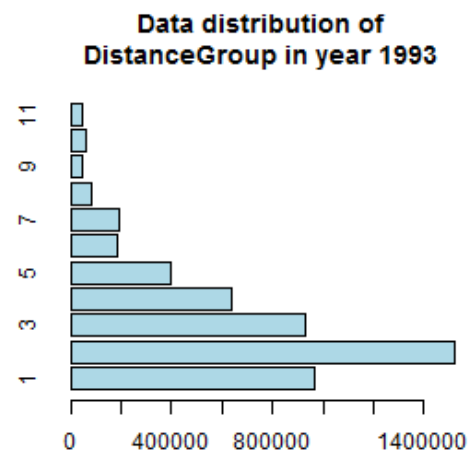
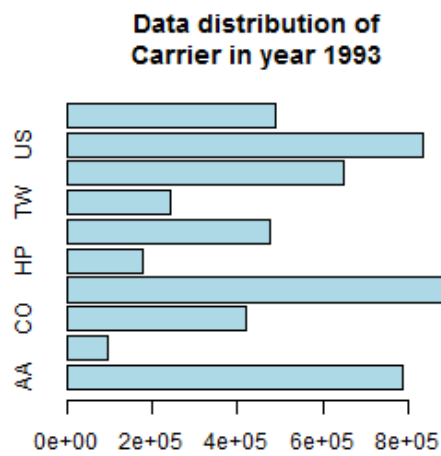
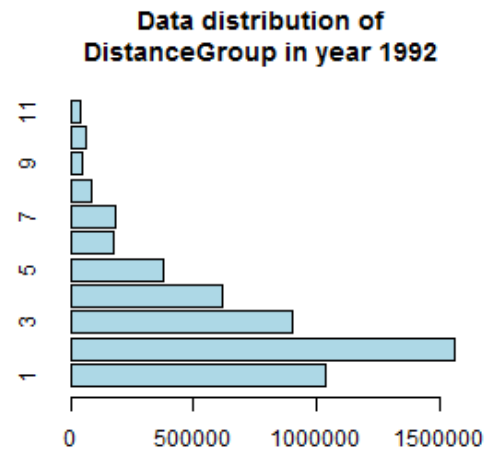
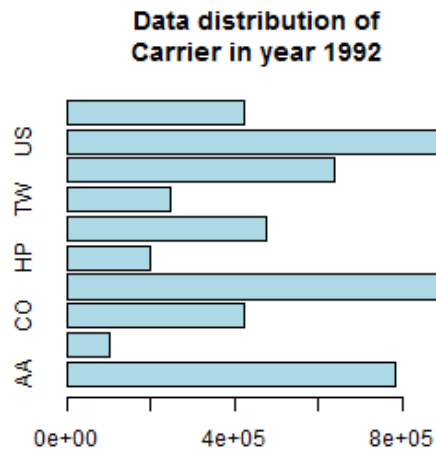
| Year | Departure time block | Distance group |
|------|----------------------|----------------|
| 1990 | 19                   | 11             |
| 1991 | 19                   | 11             |
| 1992 | 19                   | 11             |
| 1993 | 19                   | 11             |
| 1994 | 19                   | 11             |
| 1995 | 19                   | 11             |
| 1996 | 19                   | 11             |
| 1997 | 19                   | 11             |
| 1998 | 19                   | 11             |
| 1999 | 19                   | 11             |
| 2000 | 19                   | 11             |
| 2001 | 19                   | 11             |
| 2002 | 19                   | 11             |
| 2003 | 19                   | 11             |

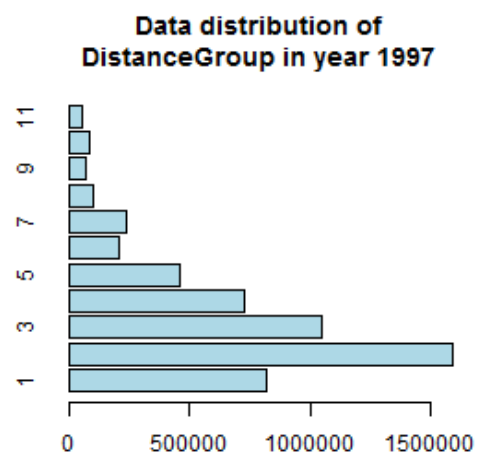
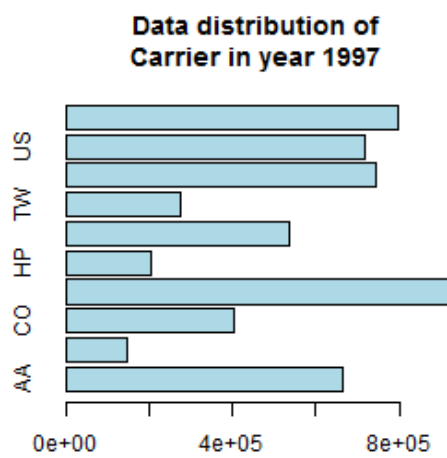
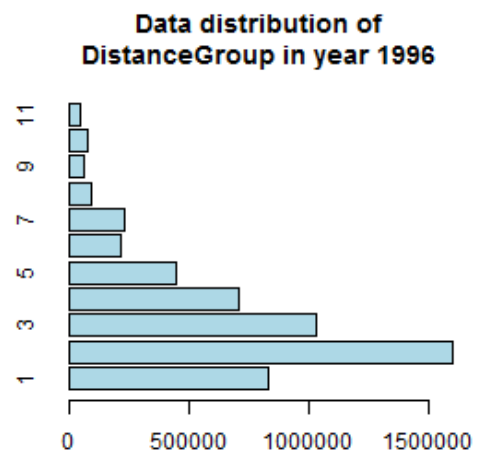
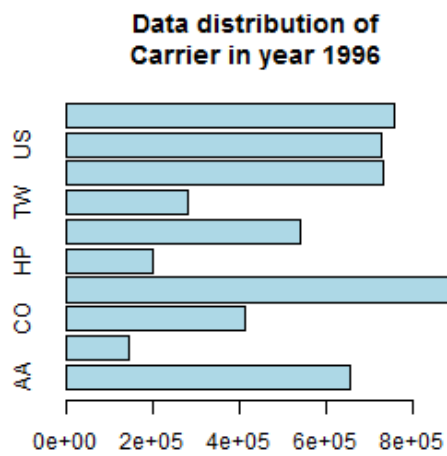
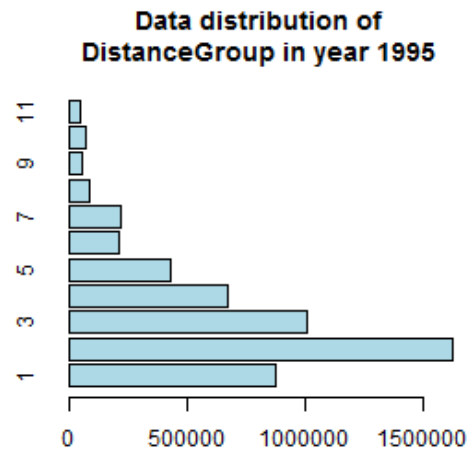
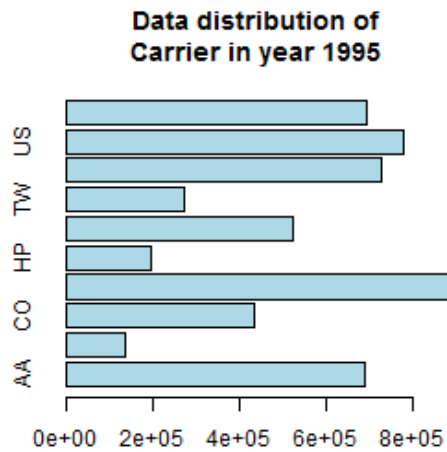
| Year | Departure time block | Distance group |
|------|----------------------|----------------|
| 2004 | 19                   | 11             |
| 2005 | 19                   | 11             |
| 2006 | 19                   | 11             |
| 2007 | 19                   | 11             |
| 2008 | 19                   | 11             |
| 2009 | 19                   | 11             |
| 2010 | 19                   | 11             |
| 2011 | 19                   | 11             |
| 2012 | 20                   | 11             |
| 2013 | 19                   | 11             |
| 2014 | 19                   | 11             |
| 2015 | 19                   | 11             |
| 2016 | 19                   | 11             |

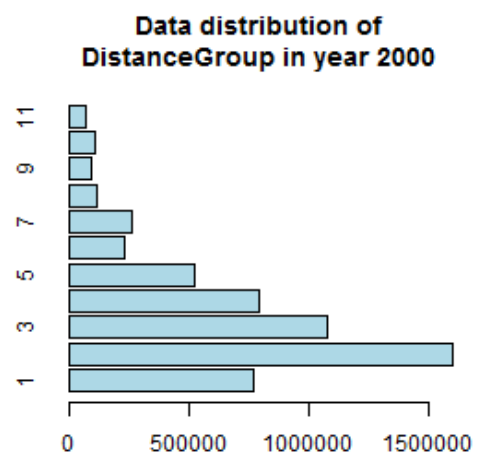
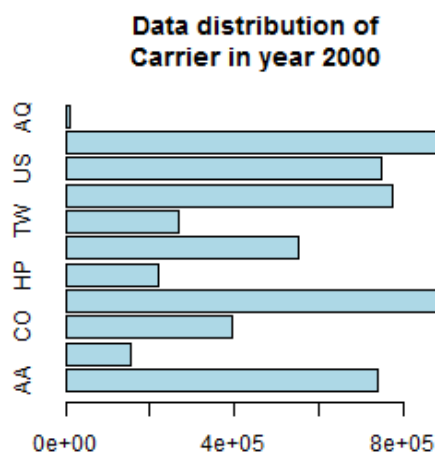
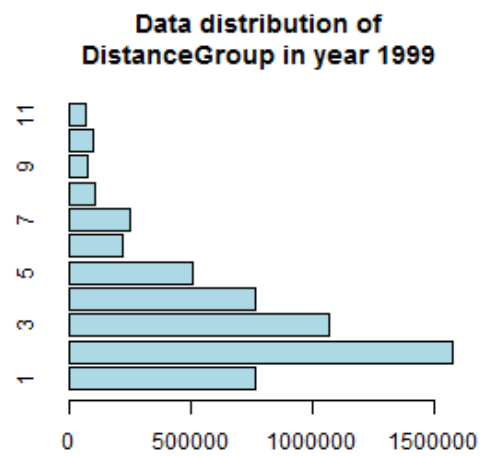
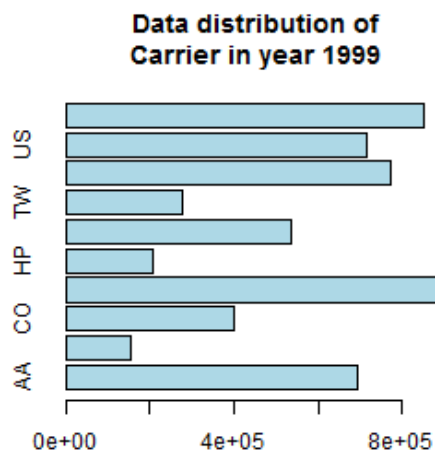
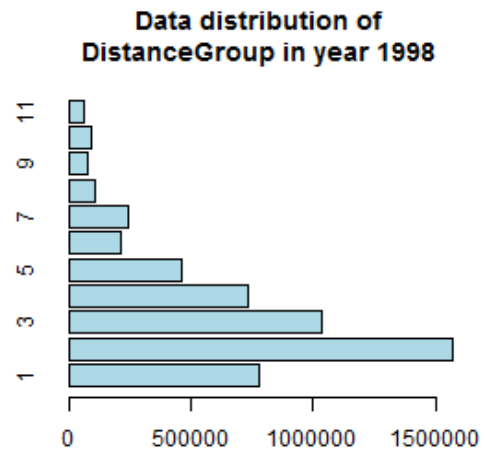
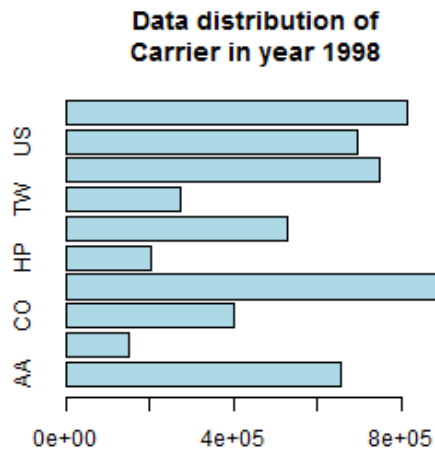
The following graphs show the distributions of some of the selected distinct items summarized in the tables above.

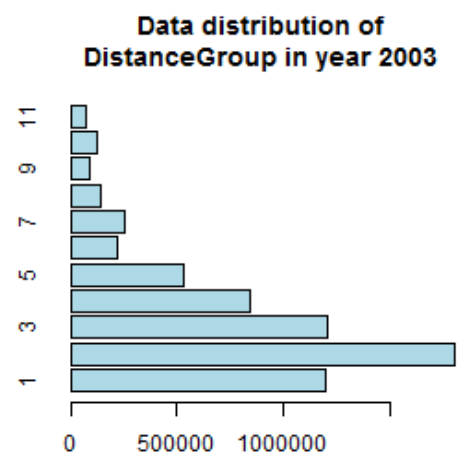
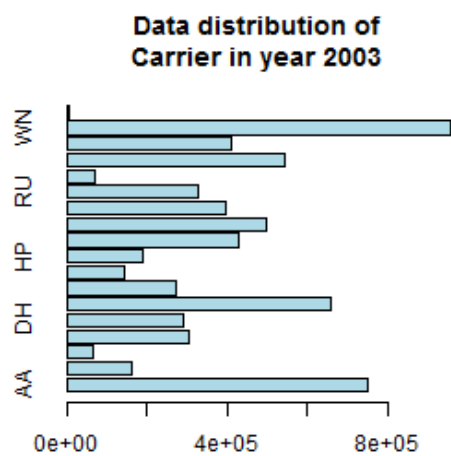
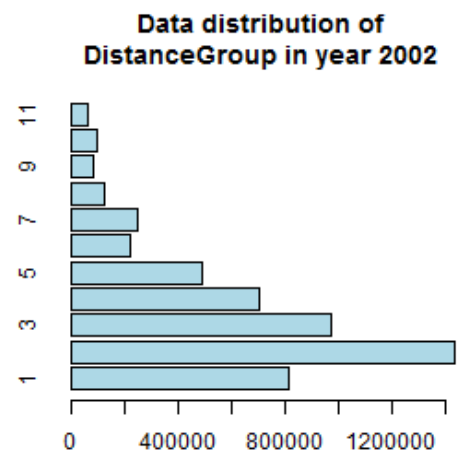
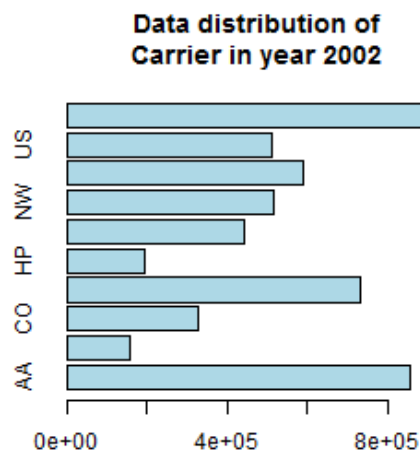
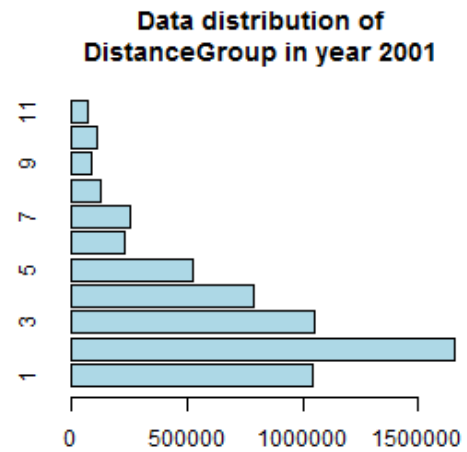
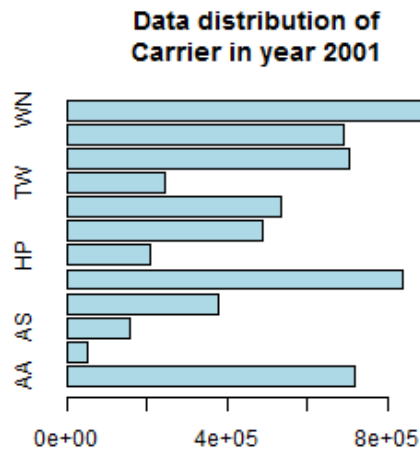




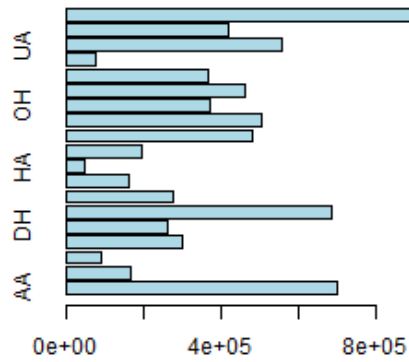




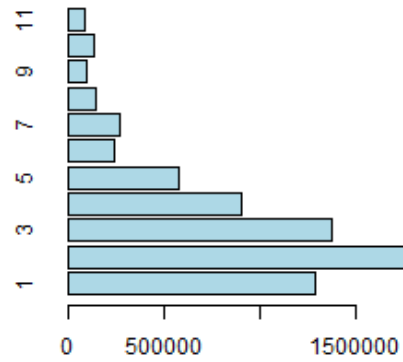




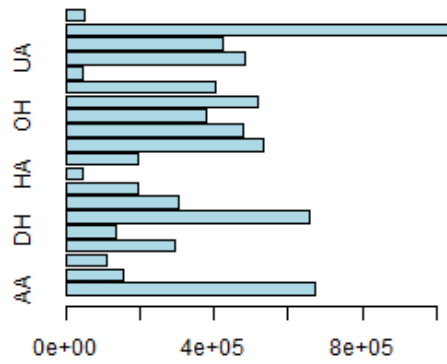
**Data distribution of Carrier in year 2004**



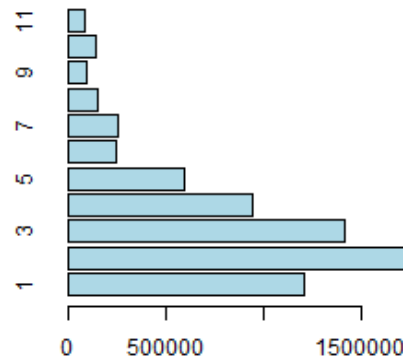
**Data distribution of DistanceGroup in year 2004**



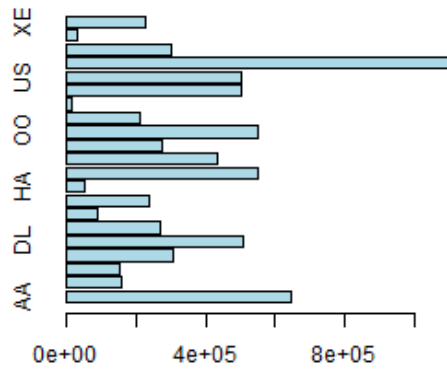
**Data distribution of Carrier in year 2005**



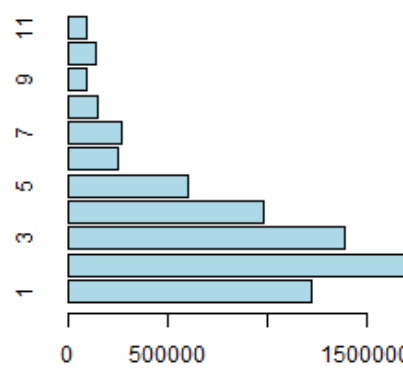
**Data distribution of DistanceGroup in year 2005**



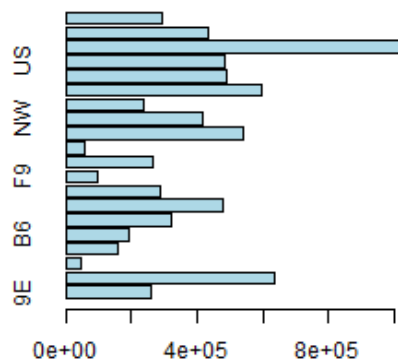
**Data distribution of Carrier in year 2006**



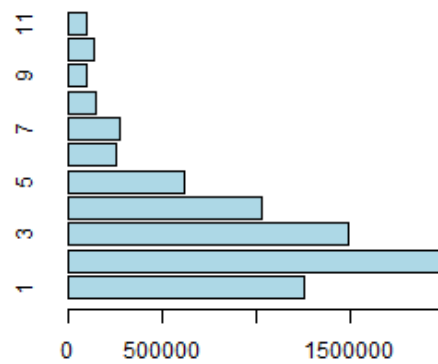
**Data distribution of DistanceGroup in year 2006**



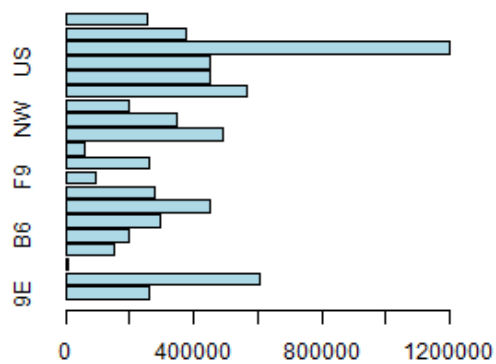
**Data distribution of  
Carrier in year 2007**



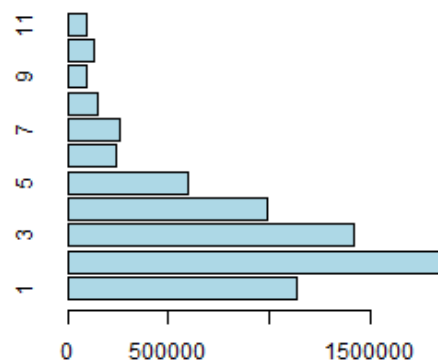
**Data distribution of  
DistanceGroup in year 2007**



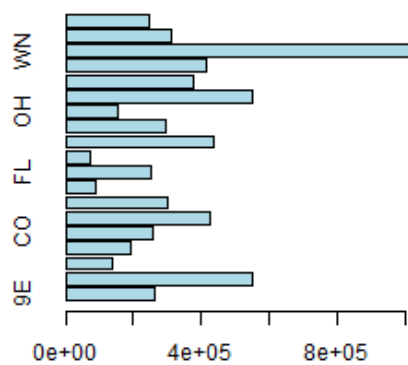
**Data distribution of  
Carrier in year 2008**



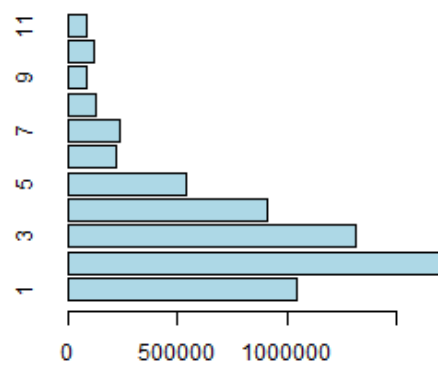
**Data distribution of  
DistanceGroup in year 2008**

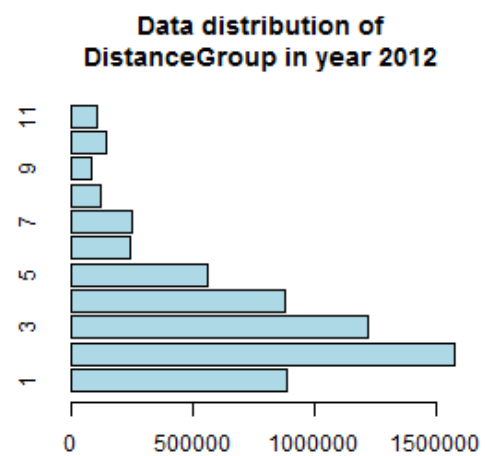
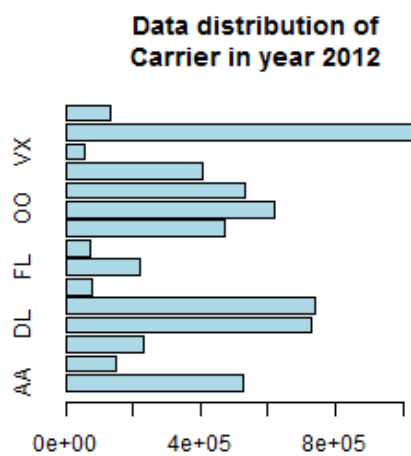
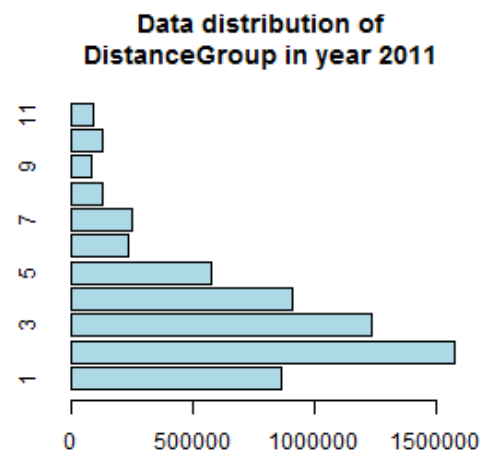
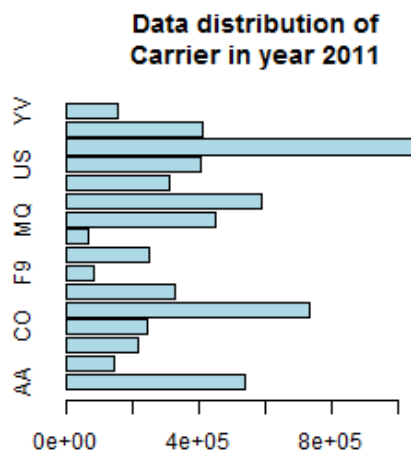
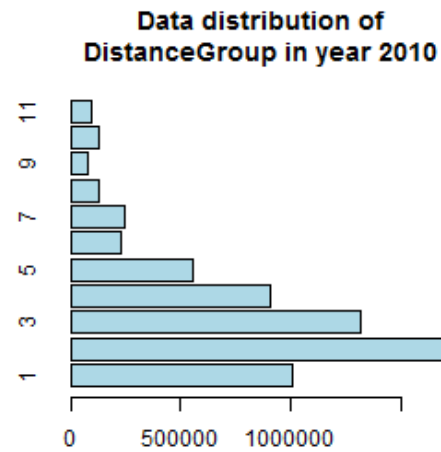
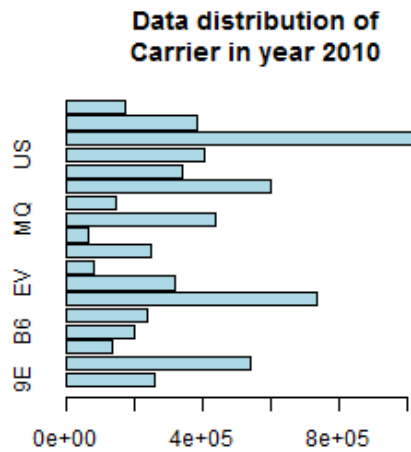


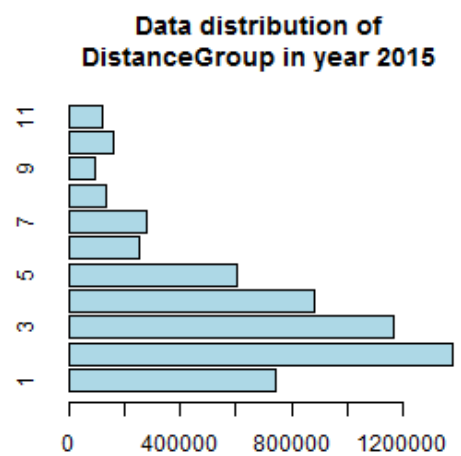
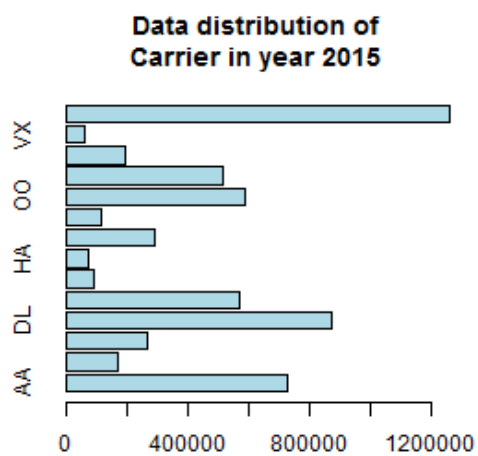
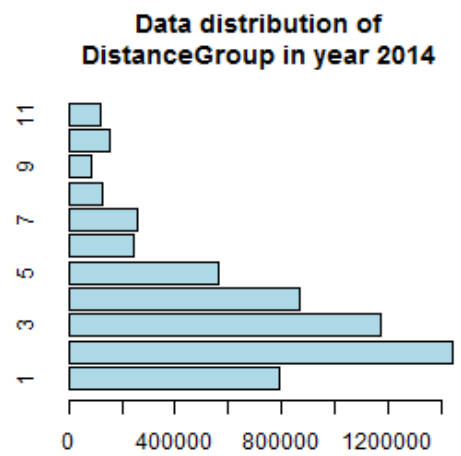
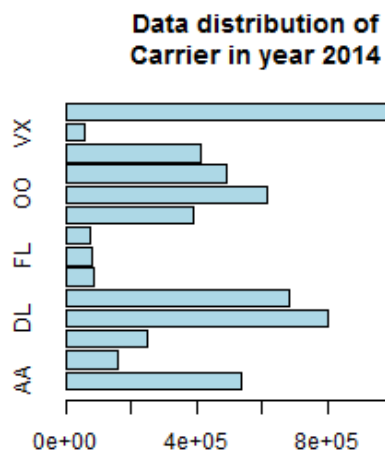
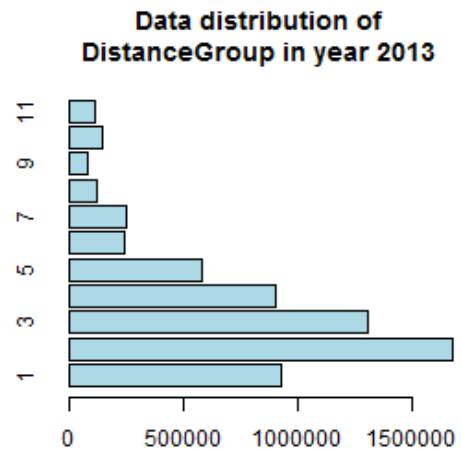
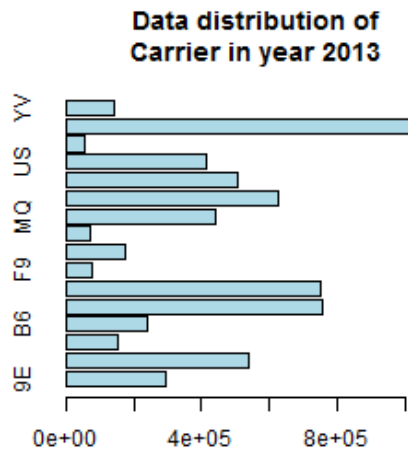
**Data distribution of  
Carrier in year 2009**



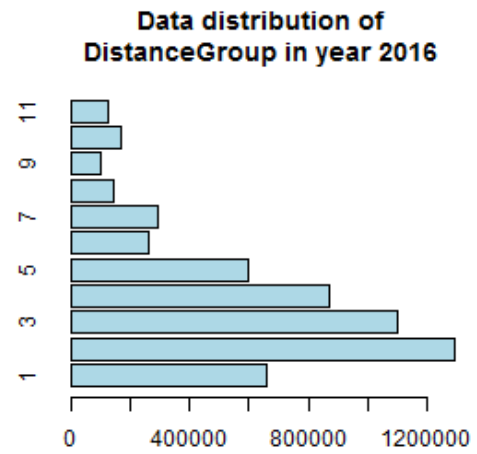
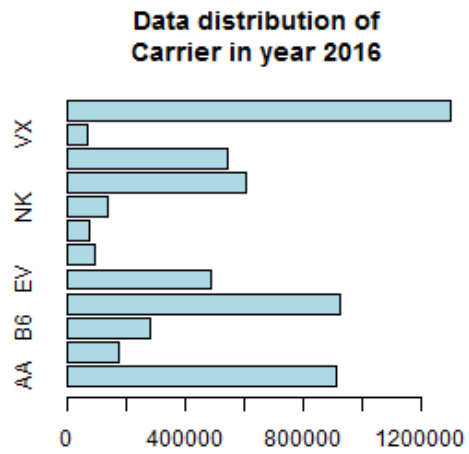
**Data distribution of  
DistanceGroup in year 2009**











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## 15 Appendix 6 - Full Data Exploration Report (1990-2016) after Cleanup

### 15.1 Data Exploration Report (1990 - 2016)

#### 15.1.1 Animal Strike Data (1990 - 2016)

The first summary table shows the number of distinct items for each year regarding the Airline operators, Aircraft, Aircraft types, Aircraft mass types, and Engine types, which have been reported as being affected in an animal strike after the selection and cleanup tasks. (Please note that the data for 2016 is available until 30-4-2016.)

| Year | # of reports | Operators | Aircraft | Aircraft type | Aircraft mass type | Engine type |
|------|--------------|-----------|----------|---------------|--------------------|-------------|
| 1990 | 1190         | 94        | 79       | 1             | 5                  | 4           |
| 1991 | 1576         | 112       | 94       | 1             | 5                  | 4           |
| 1992 | 1648         | 112       | 90       | 1             | 5                  | 4           |
| 1993 | 1640         | 114       | 89       | 1             | 5                  | 4           |
| 1994 | 1730         | 124       | 92       | 1             | 5                  | 4           |
| 1995 | 1760         | 134       | 98       | 1             | 5                  | 4           |
| 1996 | 1798         | 107       | 82       | 1             | 5                  | 3           |
| 1997 | 2083         | 113       | 82       | 1             | 5                  | 4           |
| 1998 | 2160         | 120       | 100      | 1             | 5                  | 4           |
| 1999 | 2730         | 116       | 98       | 1             | 5                  | 4           |
| 2000 | 3144         | 133       | 109      | 1             | 5                  | 4           |
| 2001 | 2998         | 122       | 114      | 1             | 5                  | 4           |
| 2002 | 3228         | 114       | 107      | 1             | 5                  | 4           |
| 2003 | 3179         | 129       | 118      | 1             | 5                  | 4           |
| 2004 | 3562         | 131       | 117      | 1             | 5                  | 4           |
| 2005 | 3659         | 137       | 109      | 1             | 5                  | 3           |
| 2006 | 3787         | 130       | 107      | 1             | 5                  | 4           |
| 2007 | 4104         | 128       | 104      | 1             | 5                  | 3           |
| 2008 | 3891         | 128       | 97       | 1             | 5                  | 4           |
| 2009 | 5072         | 138       | 92       | 1             | 5                  | 4           |
| 2010 | 4903         | 139       | 103      | 1             | 5                  | 4           |
| 2011 | 4854         | 136       | 107      | 1             | 5                  | 3           |
| 2012 | 5049         | 149       | 103      | 1             | 5                  | 4           |
| 2013 | 4916         | 134       | 99       | 1             | 5                  | 4           |
| 2014 | 6234         | 148       | 98       | 1             | 5                  | 4           |
| 2015 | 5637         | 133       | 96       | 1             | 5                  | 3           |
| 2016 | 539          | 61        | 54       | 1             | 4                  | 2           |

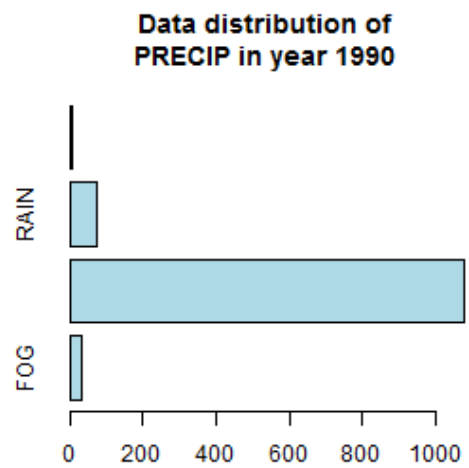
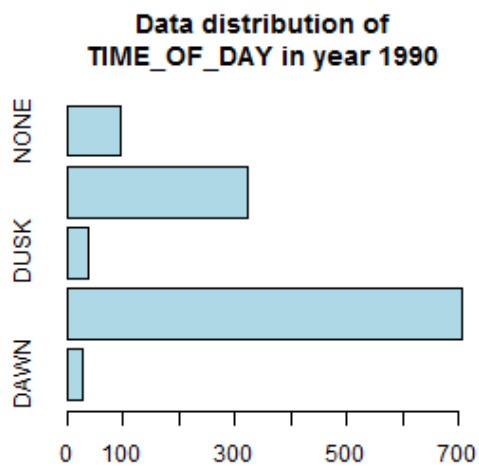
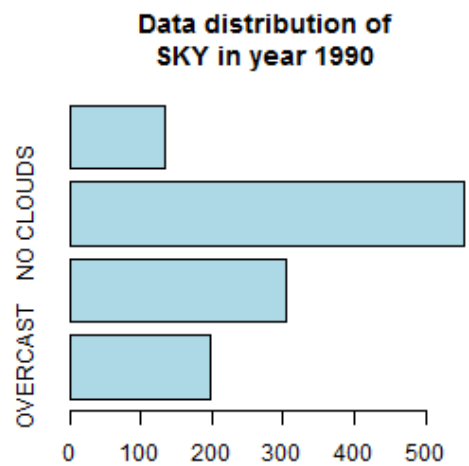
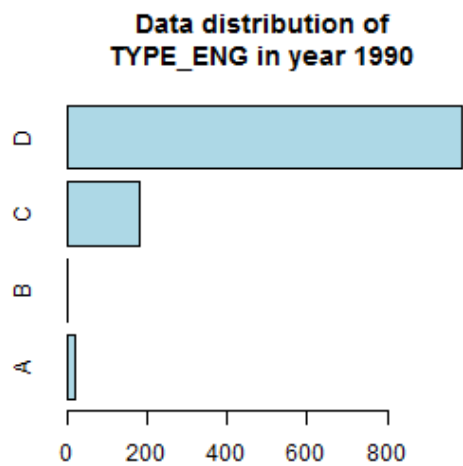
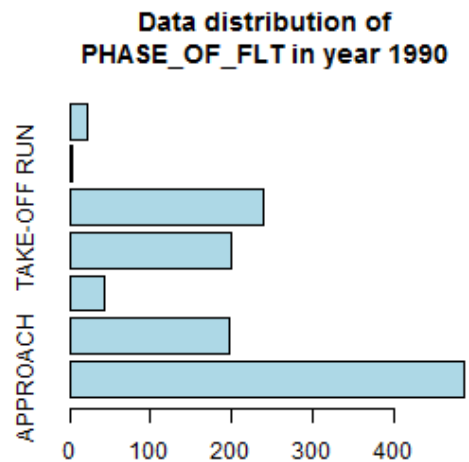
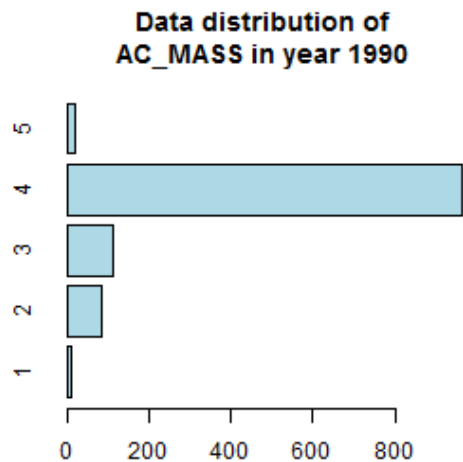
The second summary table shows the number of distinct items for each year regarding the Time of day, Airports, States, Phase of flight, weather conditions (Sky and Precipitation), and the flag for showing if the pilot has been warned or not about birds / wildlife in the reports after the selection and cleanup tasks. (Please note that the data for 2016 is available until 30-4-2016.)

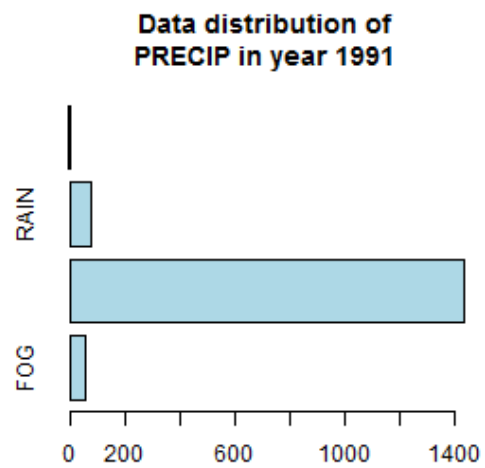
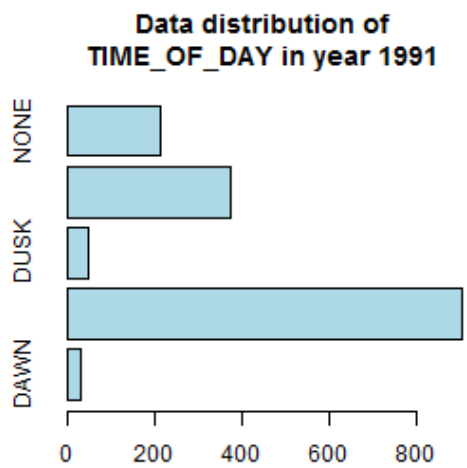
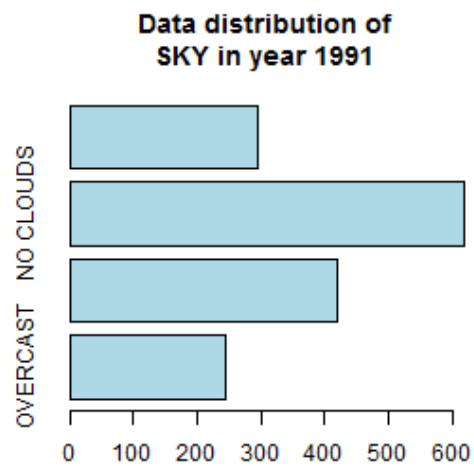
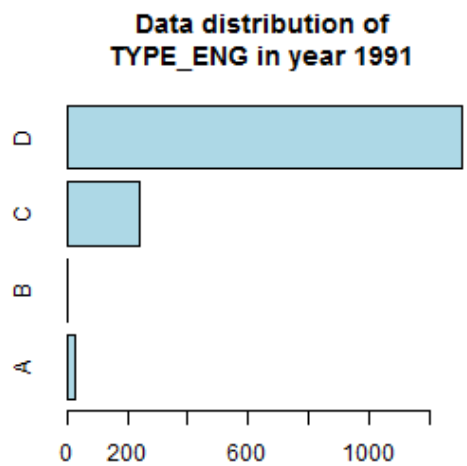
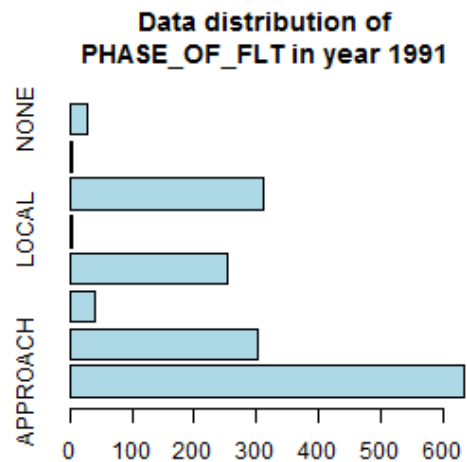
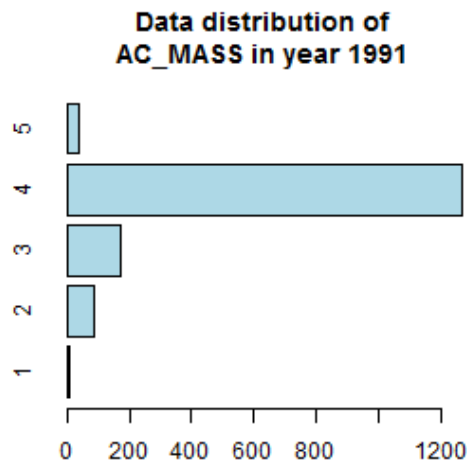
| Year | Time of day | Airports | States | Phase of flight | Sky | Precipitation | Warned |
|------|-------------|----------|--------|-----------------|-----|---------------|--------|
| 1990 | 5           | 208      | 49     | 7               | 4   | 4             | 3      |
| 1991 | 5           | 223      | 47     | 8               | 4   | 4             | 3      |
| 1992 | 5           | 242      | 48     | 9               | 4   | 5             | 3      |
| 1993 | 5           | 229      | 48     | 9               | 4   | 4             | 3      |
| 1994 | 5           | 241      | 49     | 7               | 4   | 5             | 3      |
| 1995 | 5           | 235      | 48     | 9               | 4   | 5             | 3      |
| 1996 | 5           | 216      | 48     | 9               | 4   | 4             | 3      |

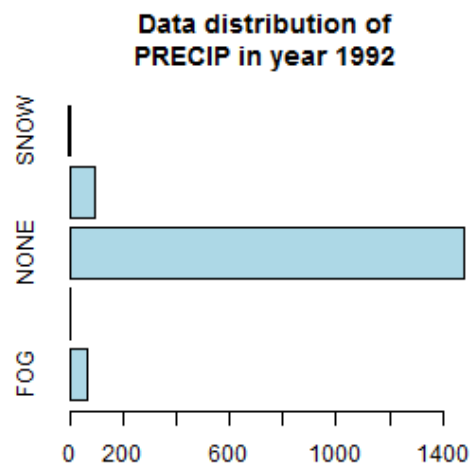
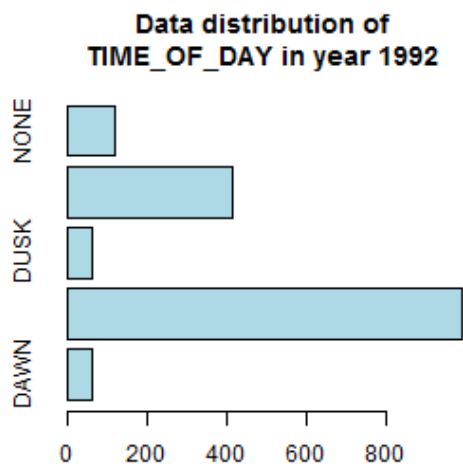
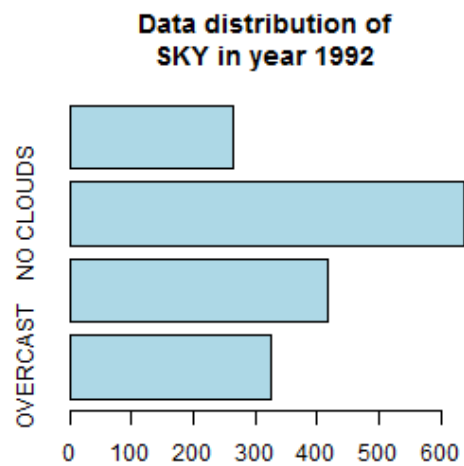
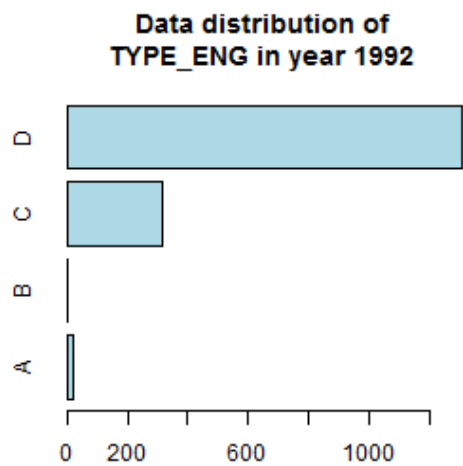
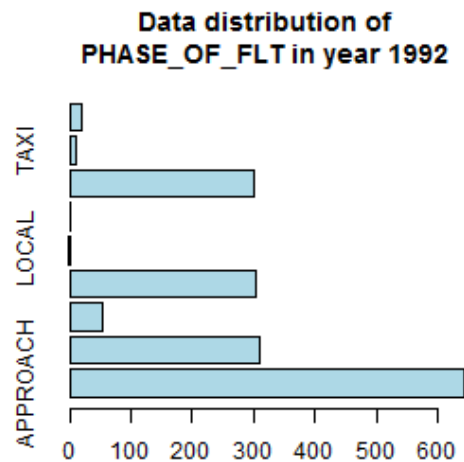
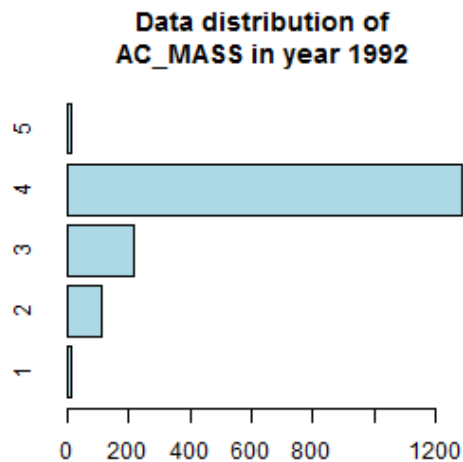
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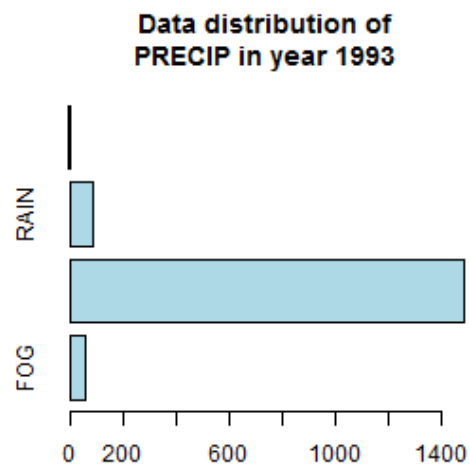
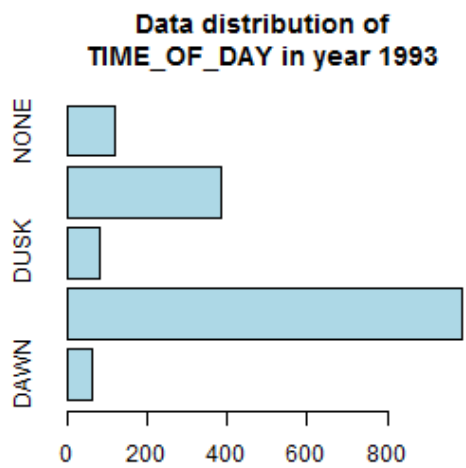
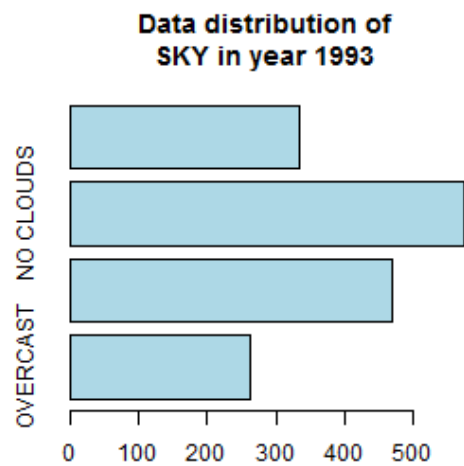
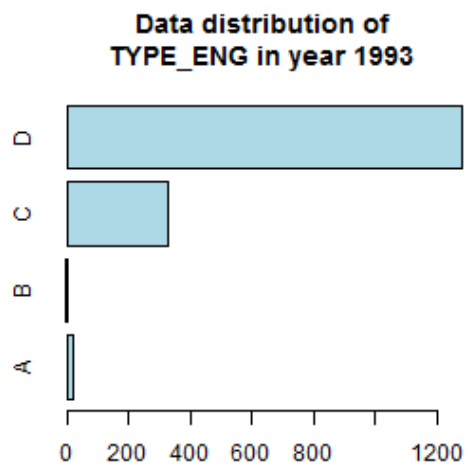
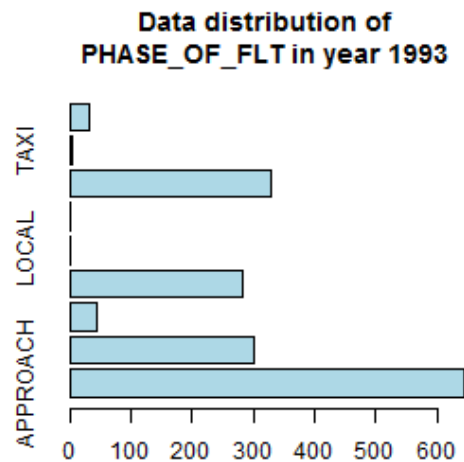
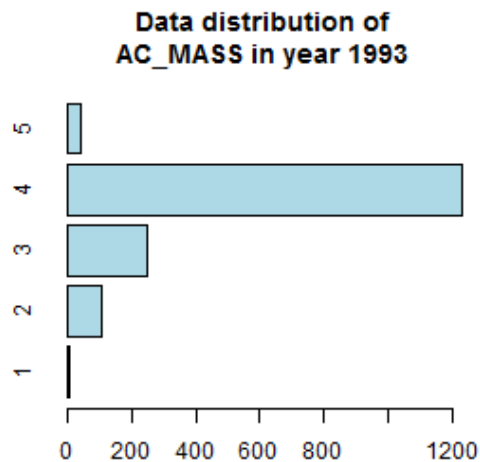
| Year | Time of day | Airports | States | Phase of flight | Sky | Precipitation | Warned |
|------|-------------|----------|--------|-----------------|-----|---------------|--------|
| 1997 | 5           | 255      | 49     | 9               | 4   | 5             | 3      |
| 1998 | 5           | 262      | 49     | 8               | 4   | 4             | 3      |
| 1999 | 5           | 278      | 49     | 9               | 4   | 4             | 3      |
| 2000 | 5           | 289      | 48     | 10              | 4   | 5             | 3      |
| 2001 | 5           | 293      | 50     | 10              | 4   | 5             | 3      |
| 2002 | 5           | 281      | 50     | 10              | 4   | 8             | 3      |
| 2003 | 5           | 289      | 49     | 9               | 4   | 7             | 3      |
| 2004 | 5           | 277      | 49     | 10              | 4   | 7             | 3      |
| 2005 | 5           | 296      | 50     | 11              | 4   | 7             | 3      |
| 2006 | 5           | 288      | 50     | 9               | 4   | 6             | 3      |
| 2007 | 5           | 293      | 49     | 9               | 4   | 5             | 3      |
| 2008 | 5           | 292      | 49     | 10              | 4   | 5             | 3      |
| 2009 | 5           | 336      | 49     | 11              | 4   | 6             | 3      |
| 2010 | 5           | 328      | 49     | 10              | 4   | 6             | 3      |
| 2011 | 5           | 314      | 49     | 10              | 4   | 6             | 3      |
| 2012 | 5           | 349      | 50     | 10              | 4   | 7             | 3      |
| 2013 | 5           | 321      | 50     | 10              | 4   | 6             | 3      |
| 2014 | 5           | 354      | 50     | 10              | 4   | 6             | 3      |
| 2015 | 5           | 329      | 50     | 11              | 4   | 7             | 3      |
| 2016 | 5           | 143      | 45     | 9               | 4   | 4             | 3      |

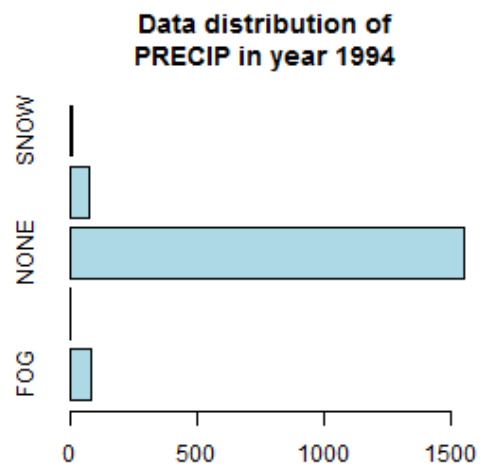
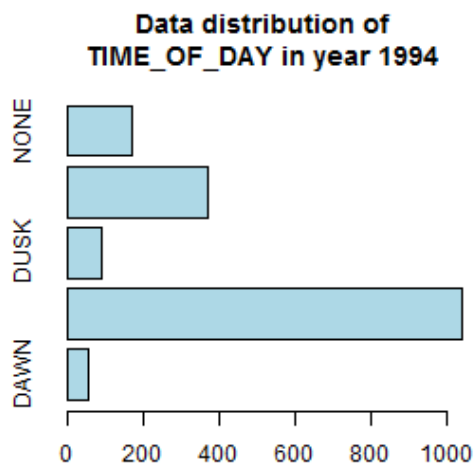
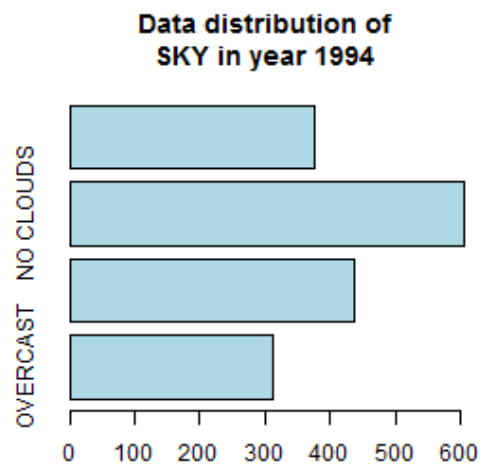
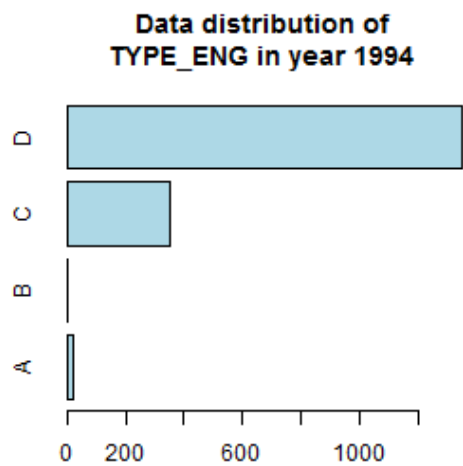
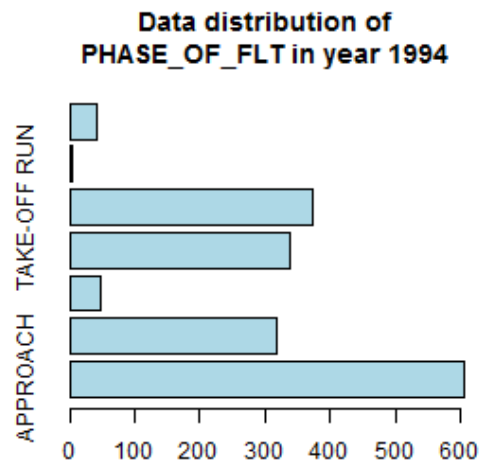
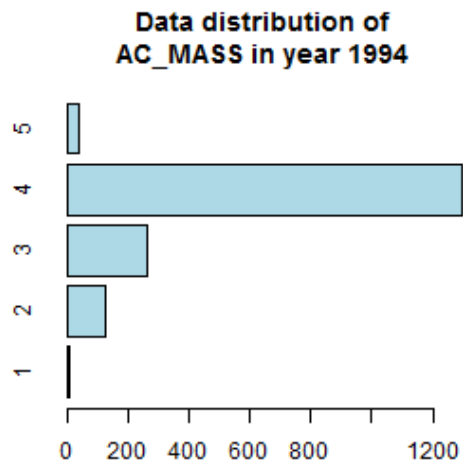
The following graphs show the distributions of some of the selected distinct items summarized in the tables above.



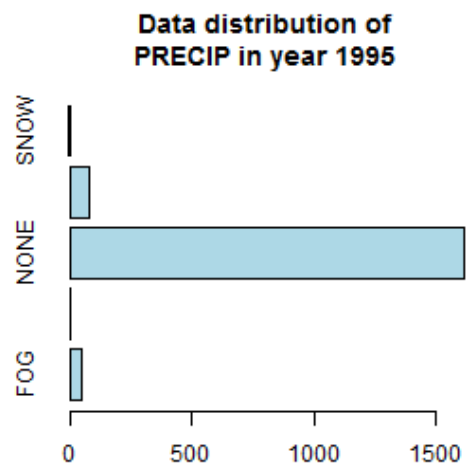
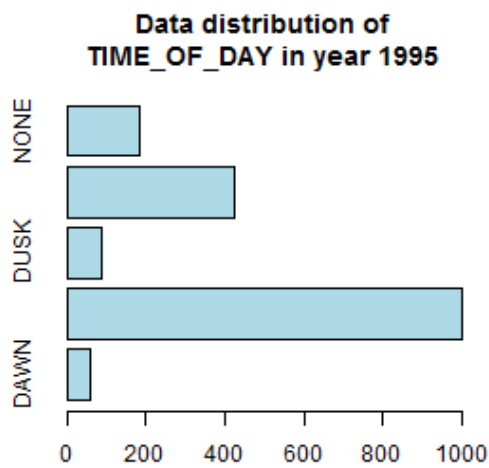
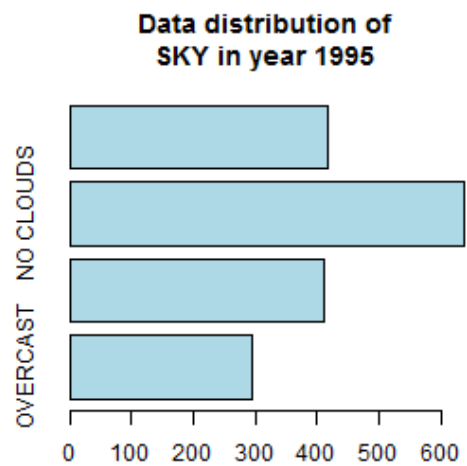
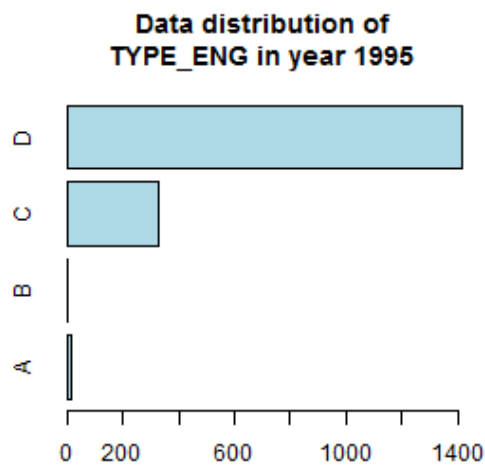
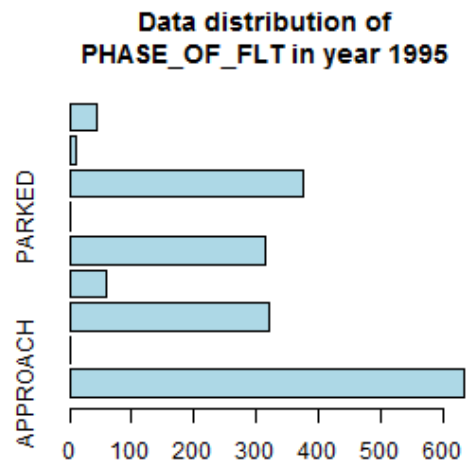
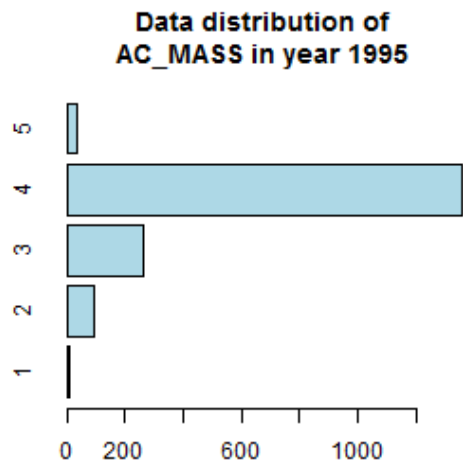


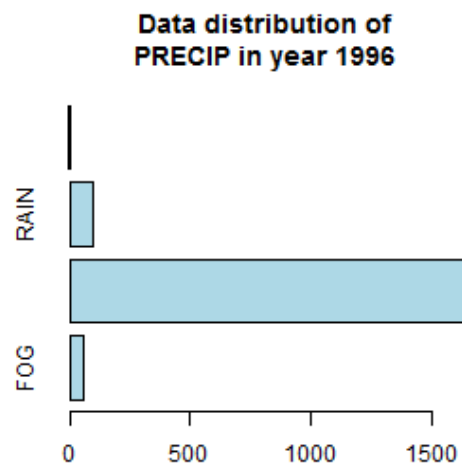
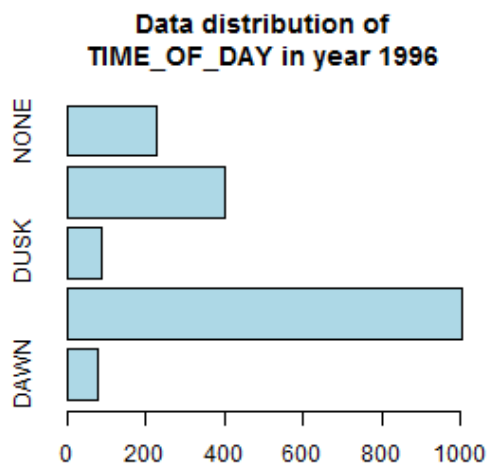
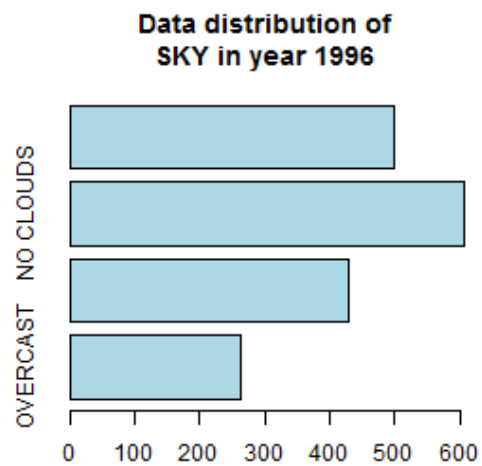
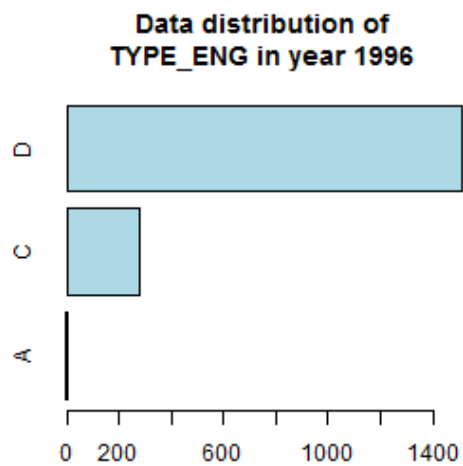
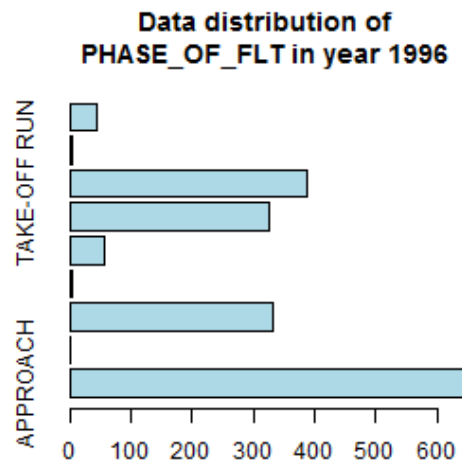
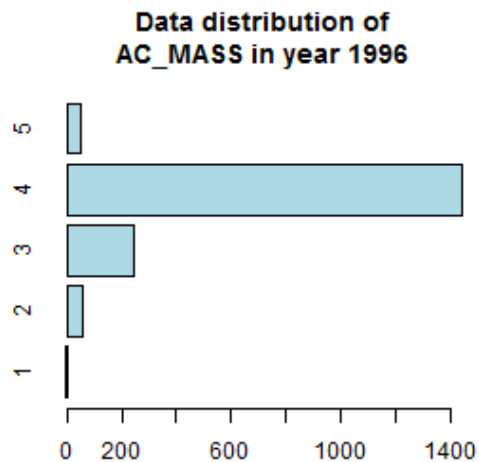


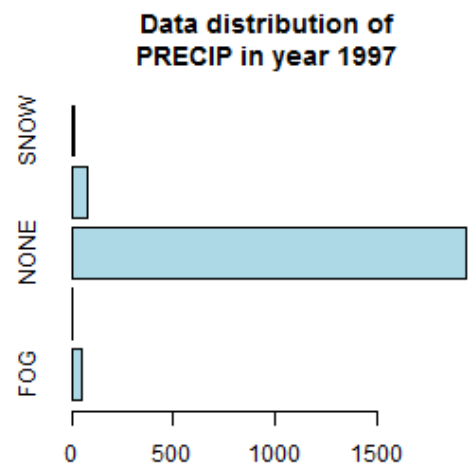
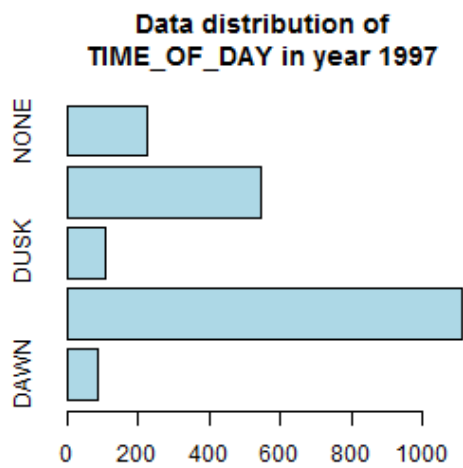
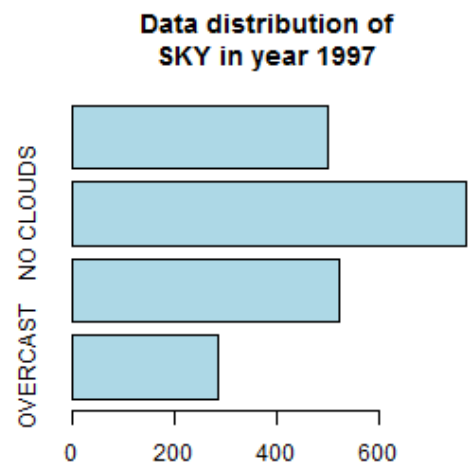
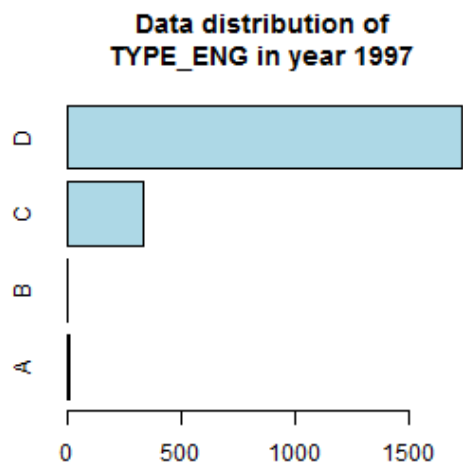
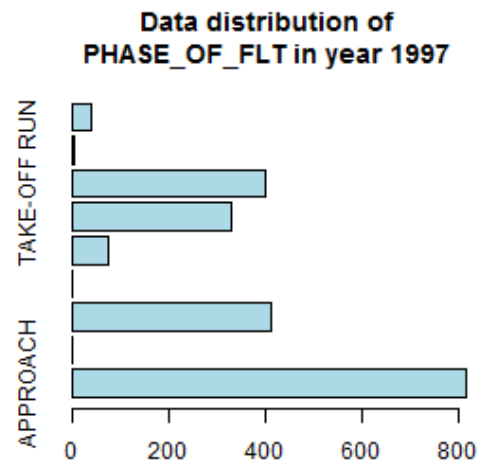
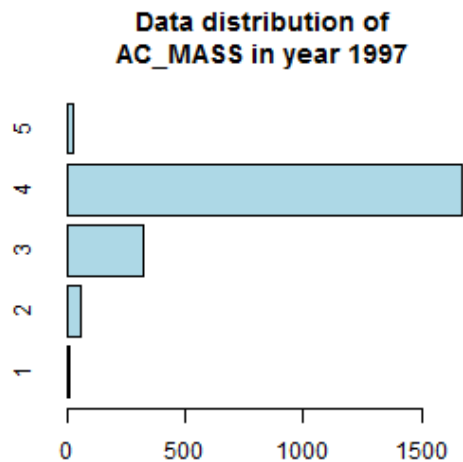


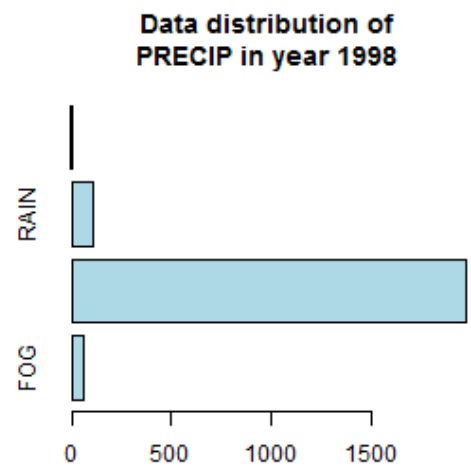
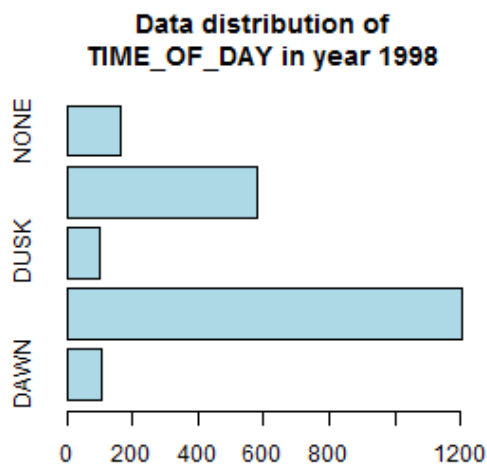
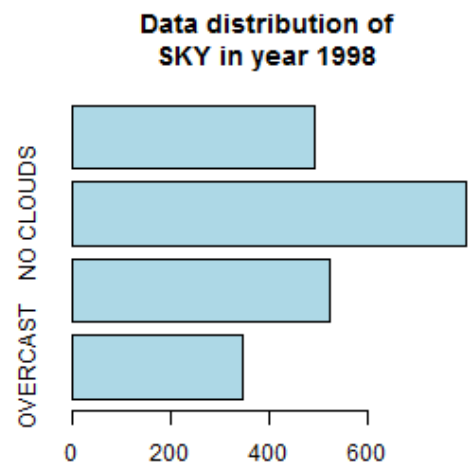
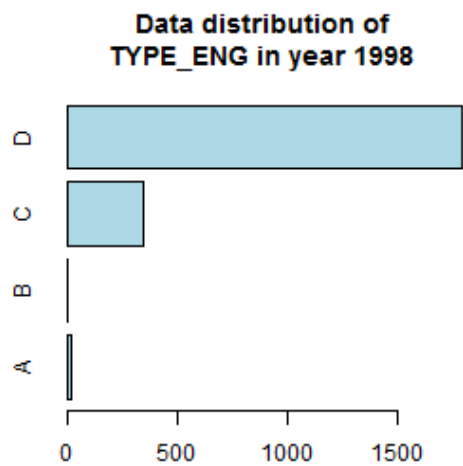
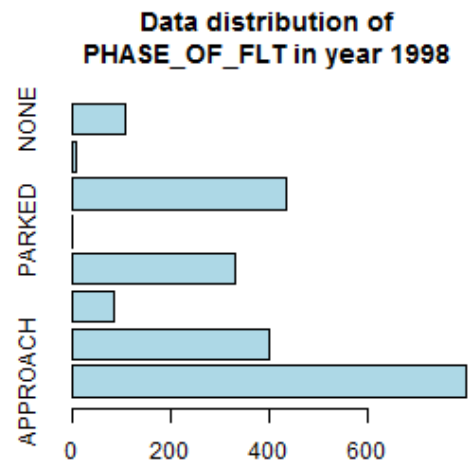
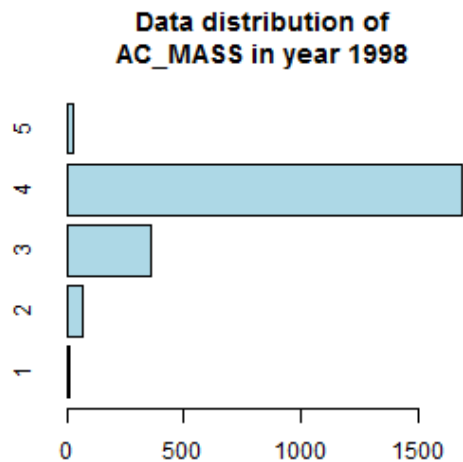


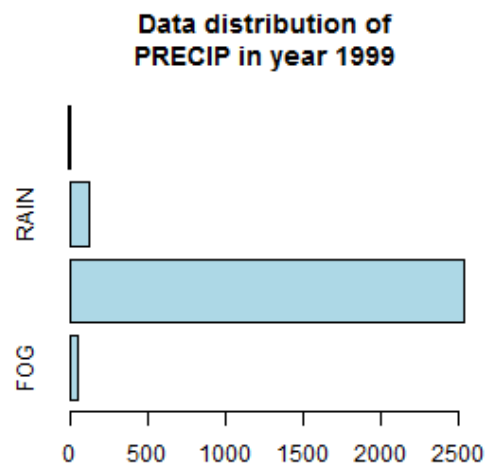
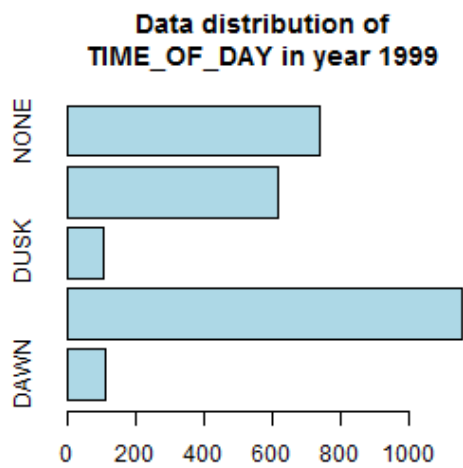
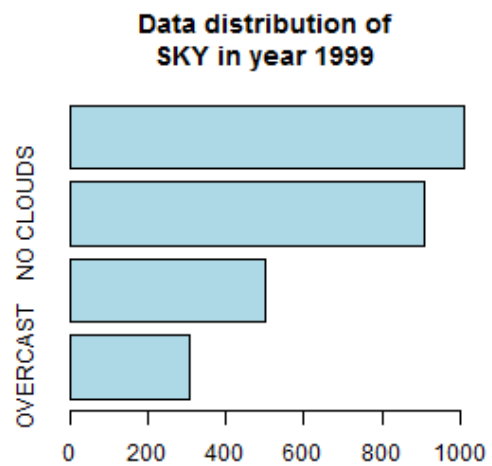
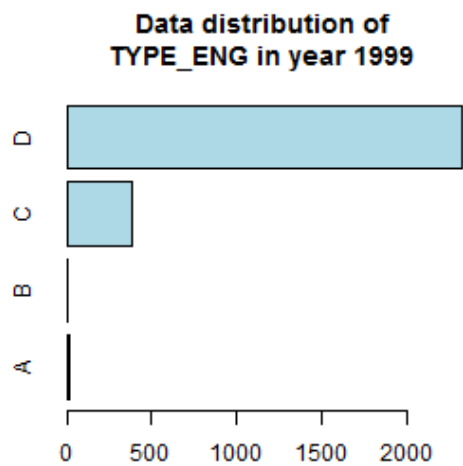
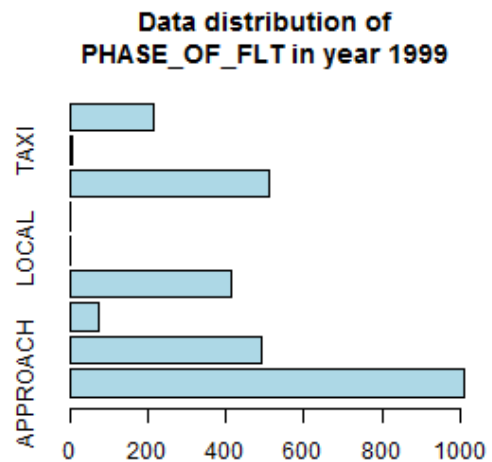
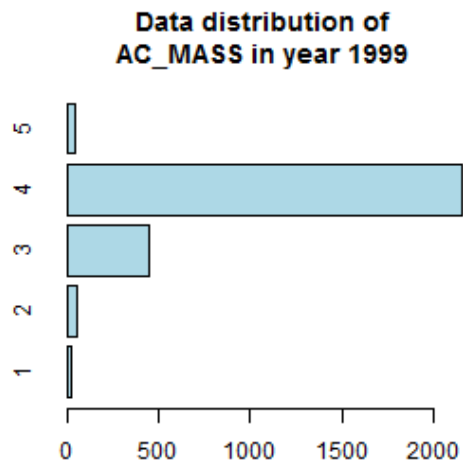


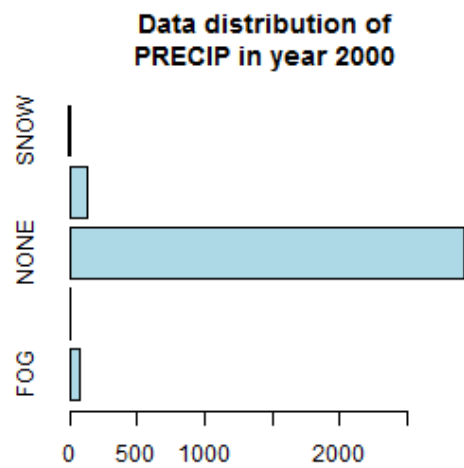
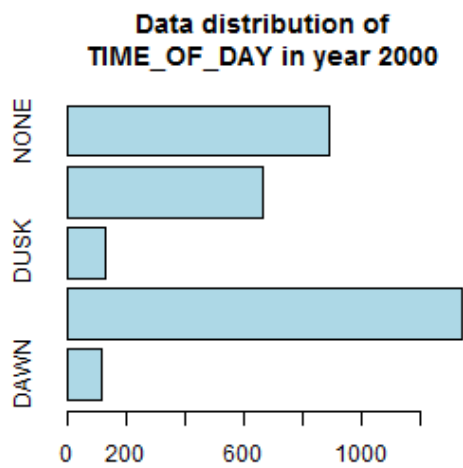
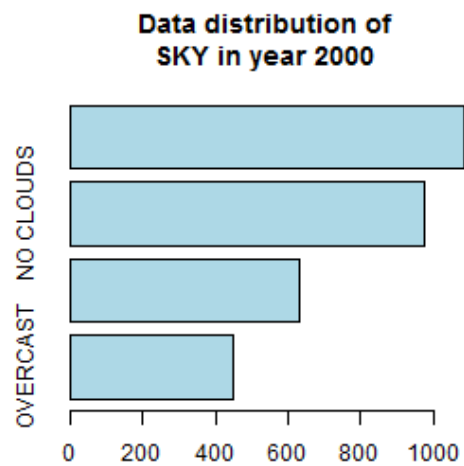
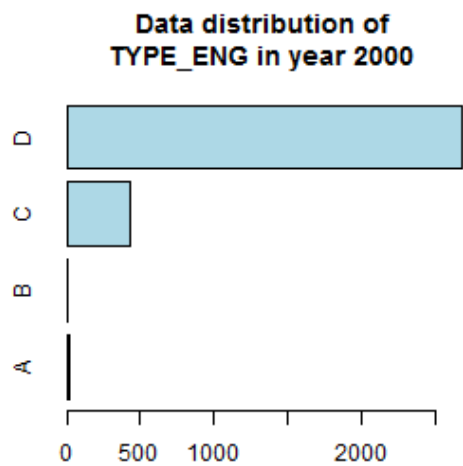
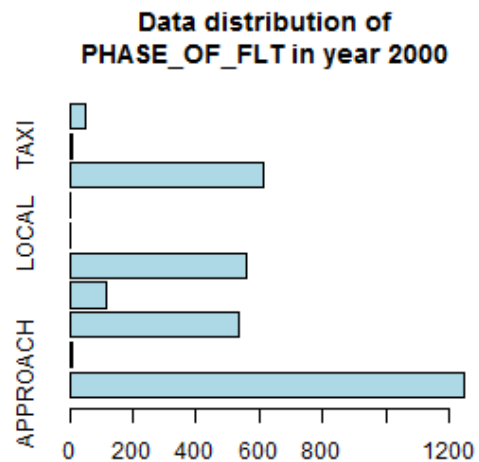
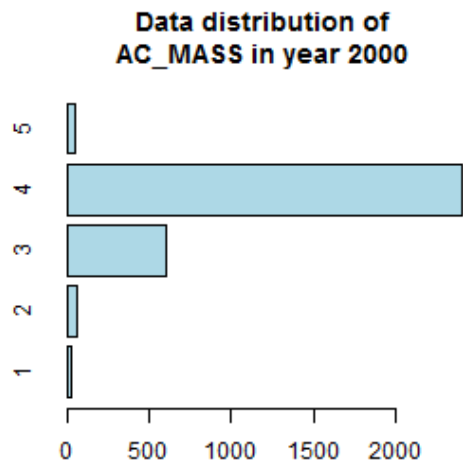


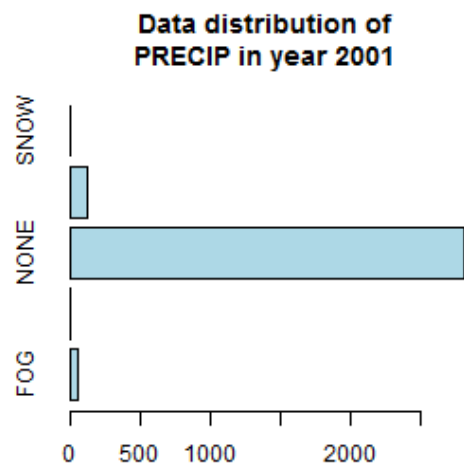
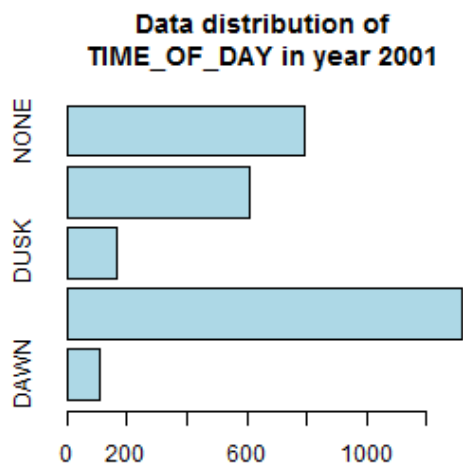
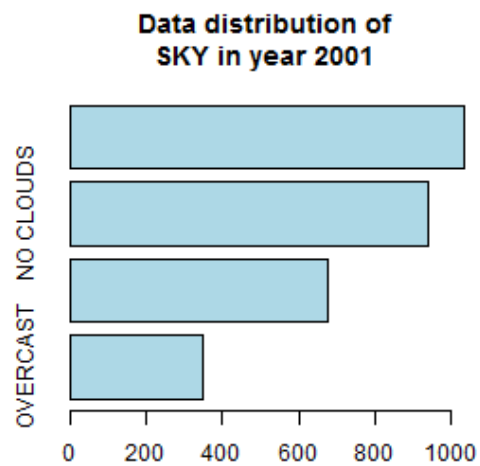
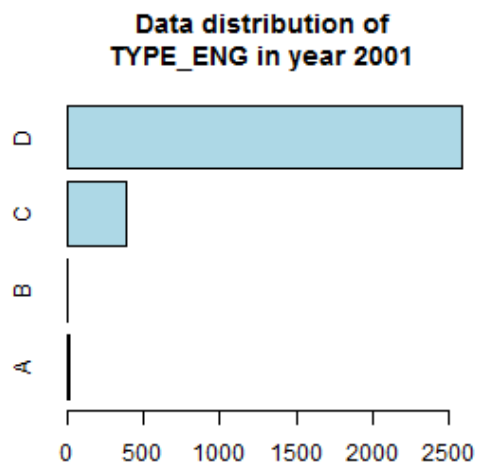
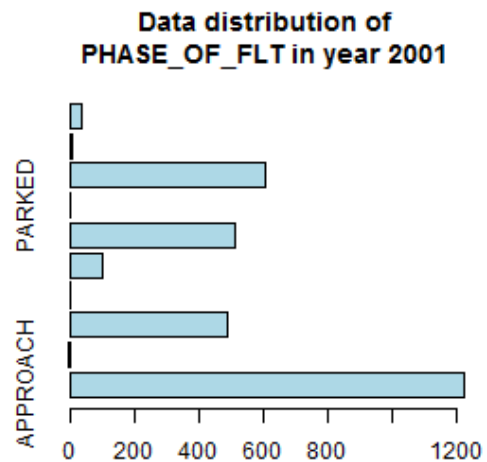
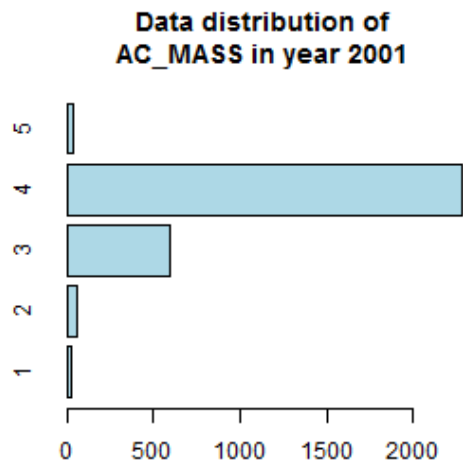


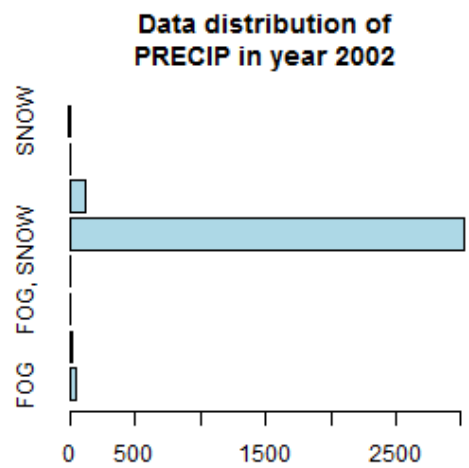
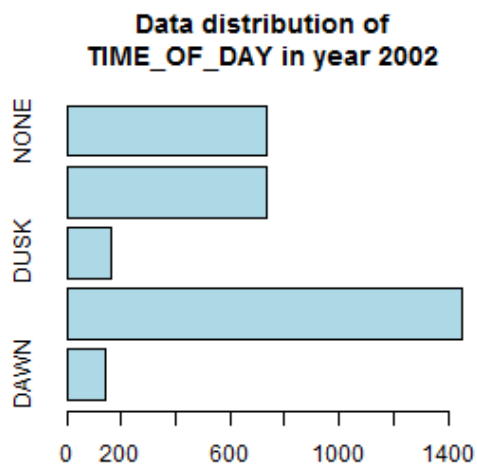
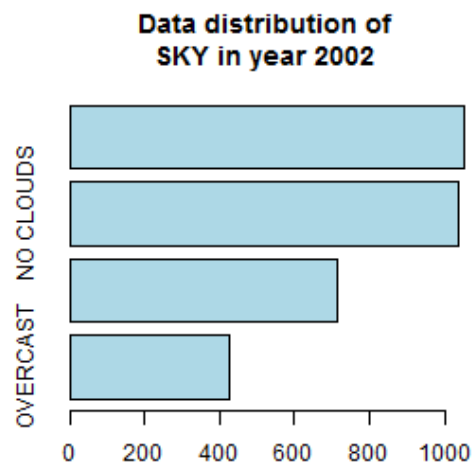
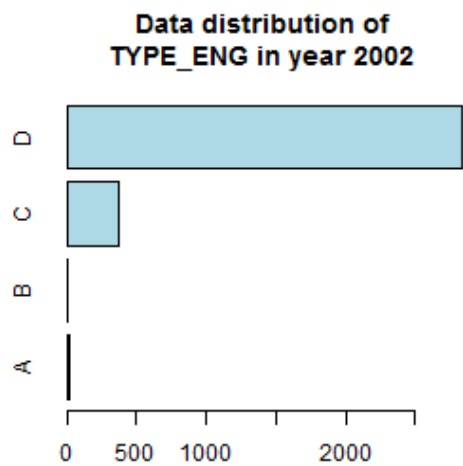
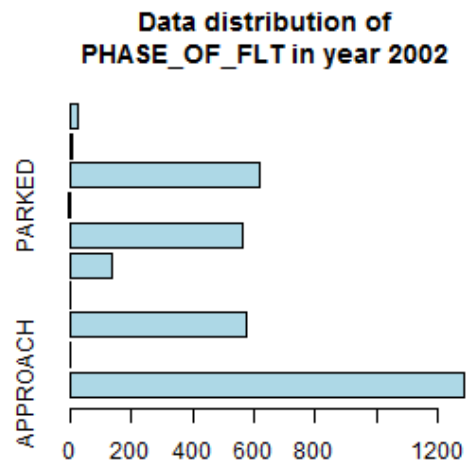
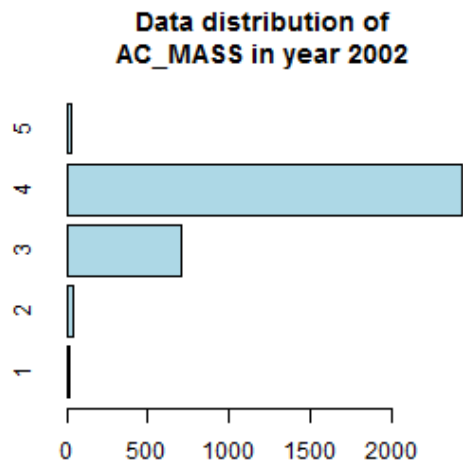




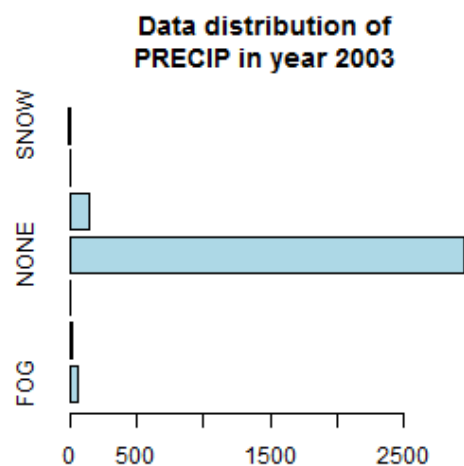
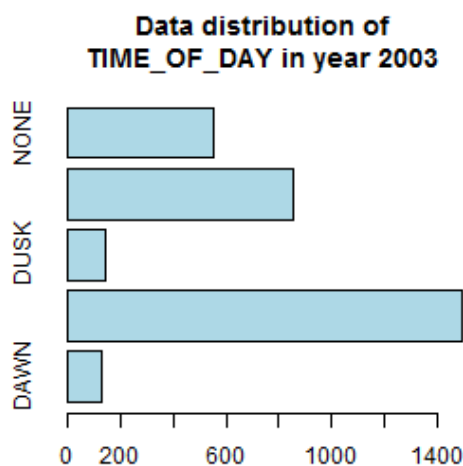
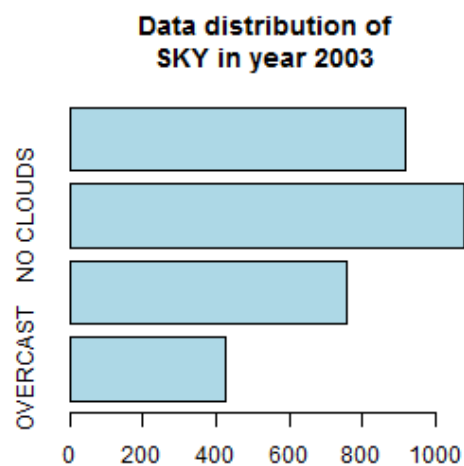
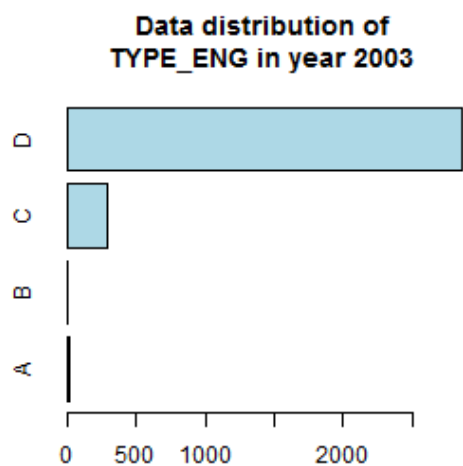
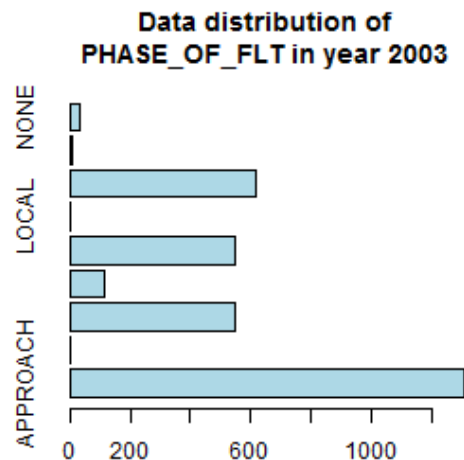
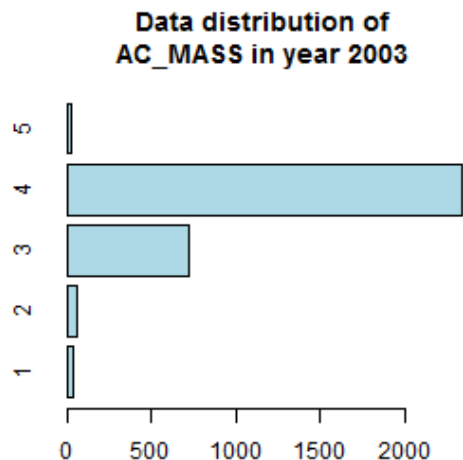


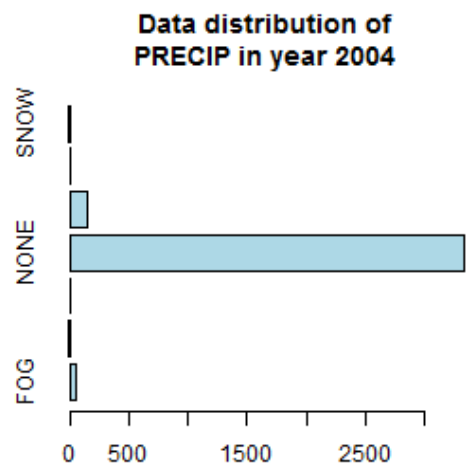
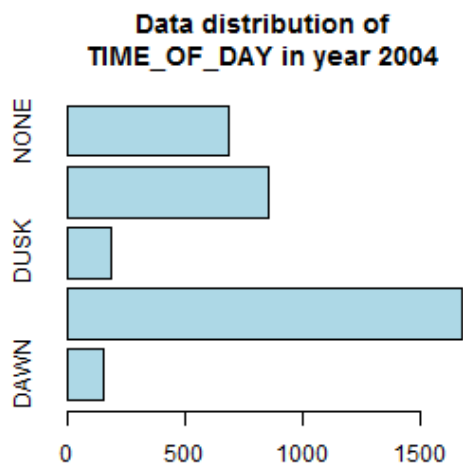
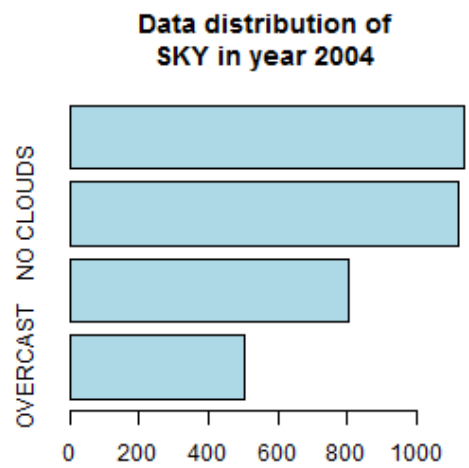
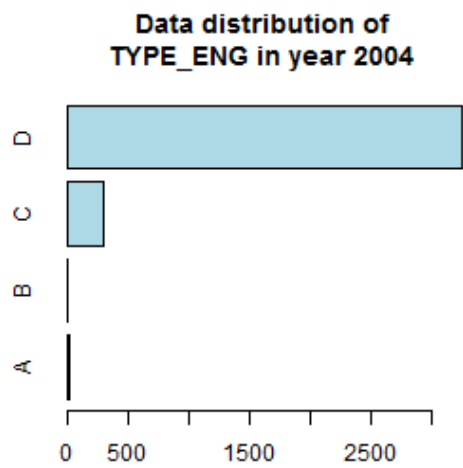
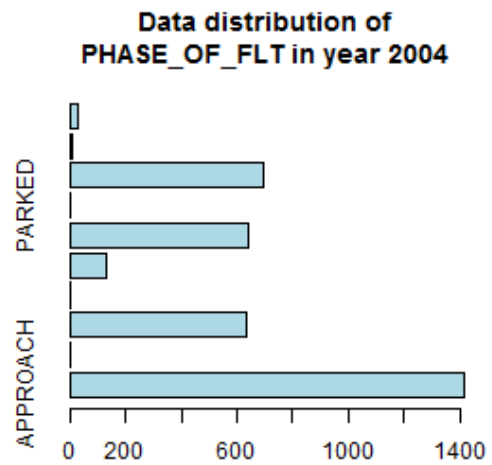
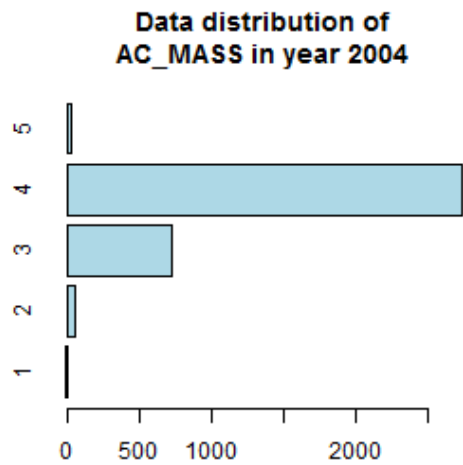


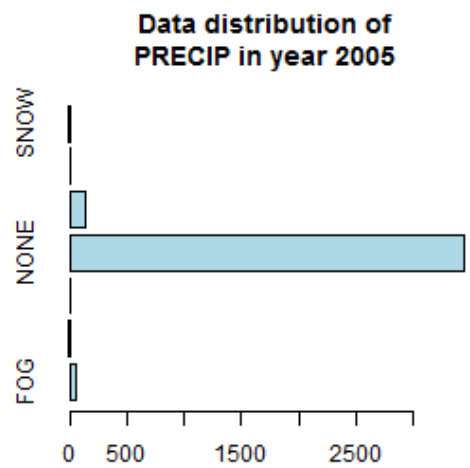
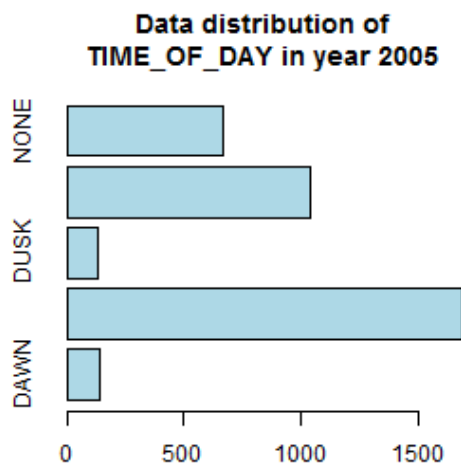
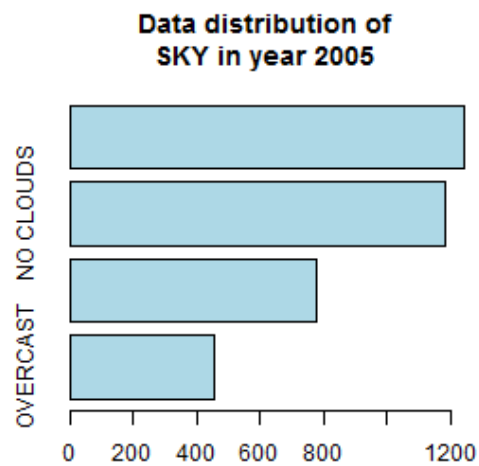
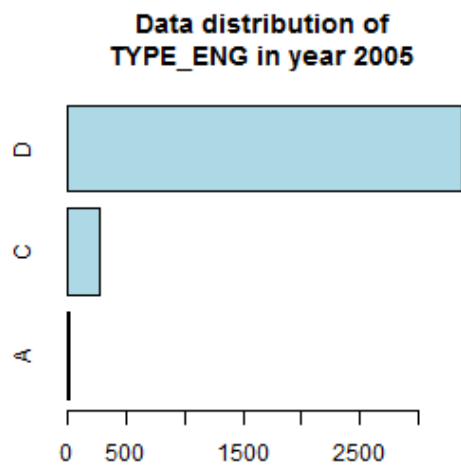
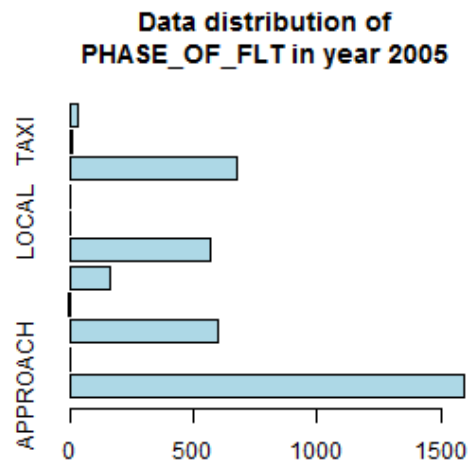
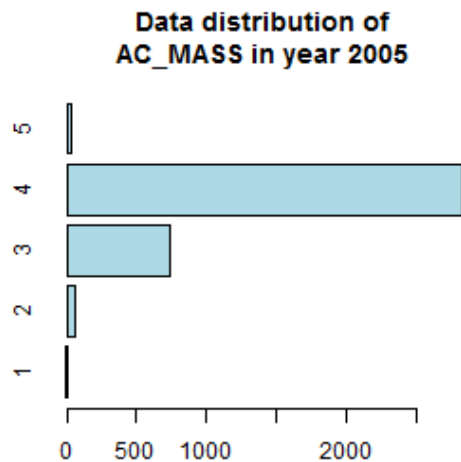


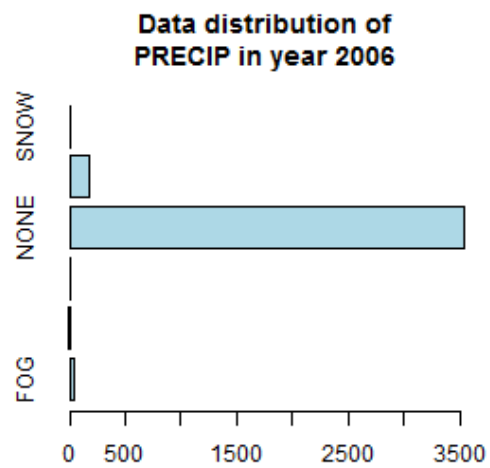
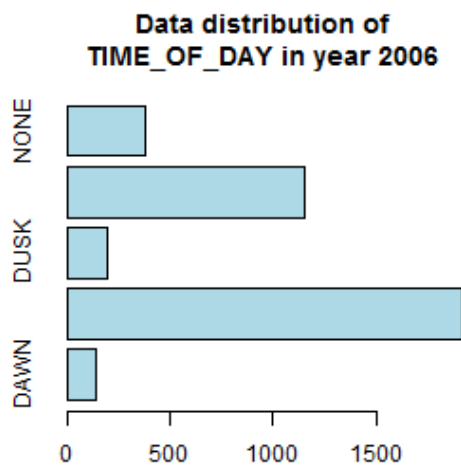
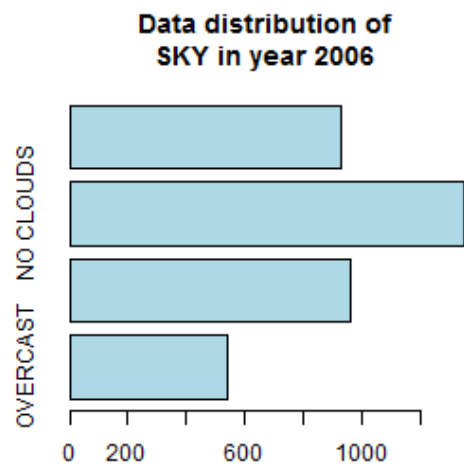
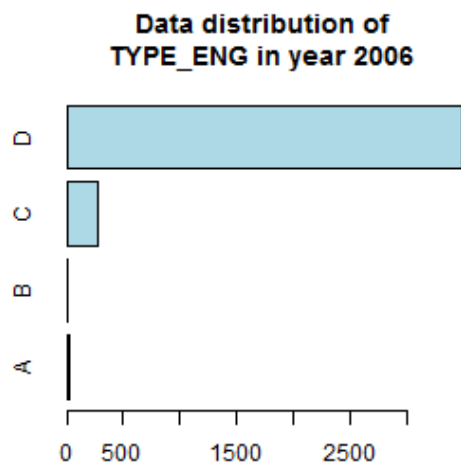
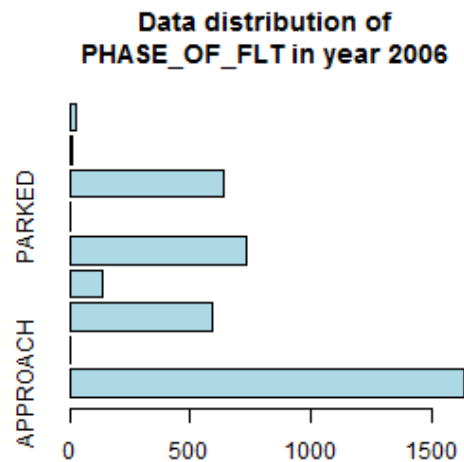
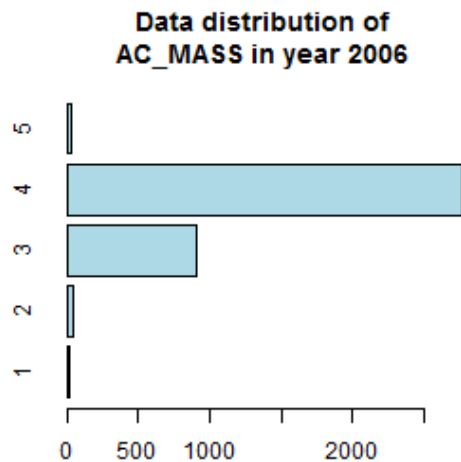


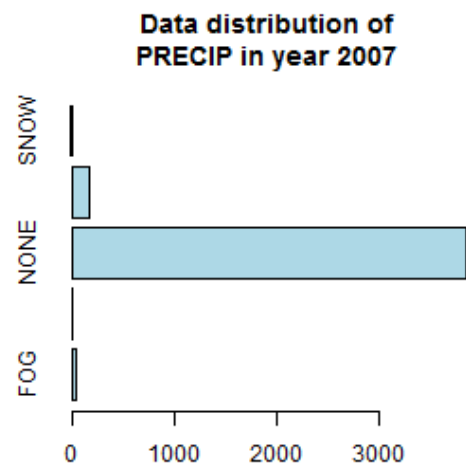
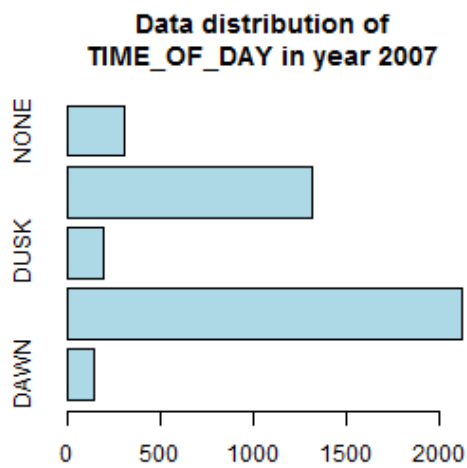
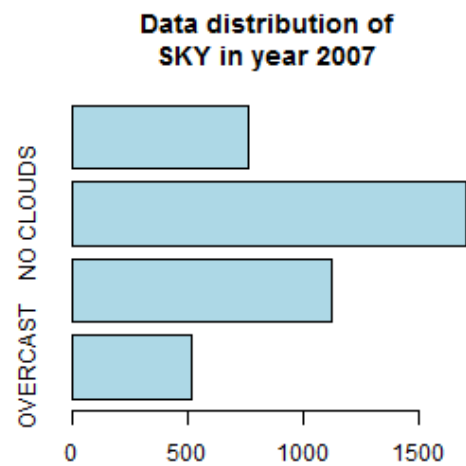
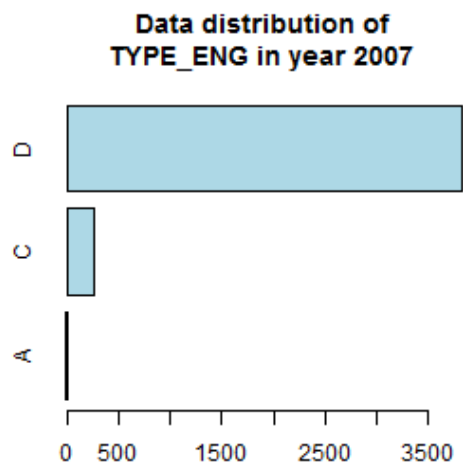
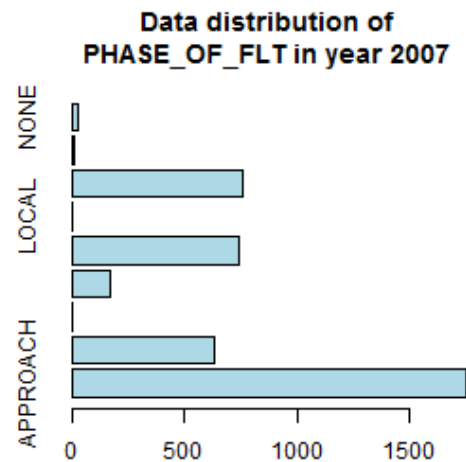
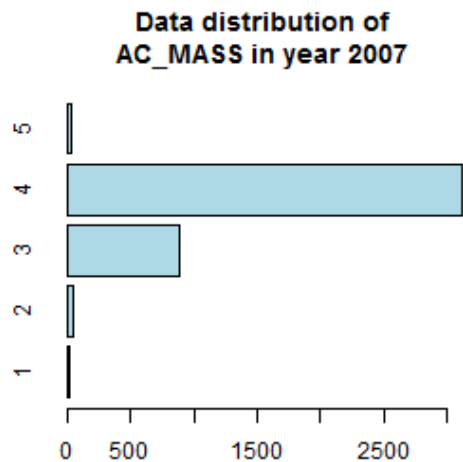


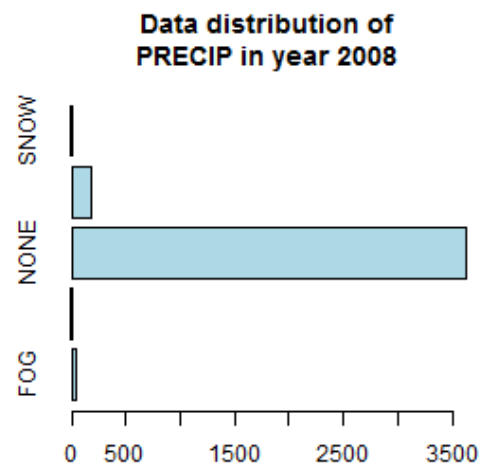
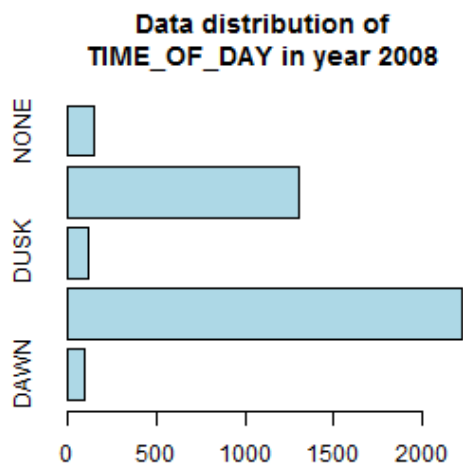
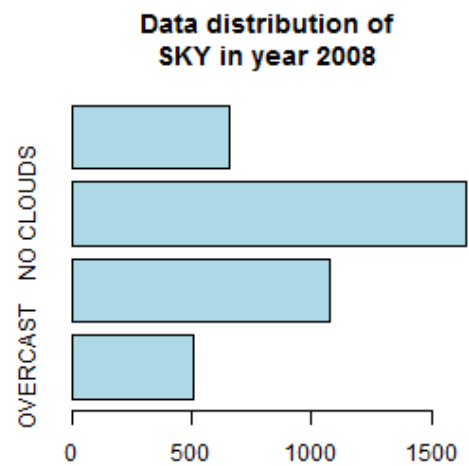
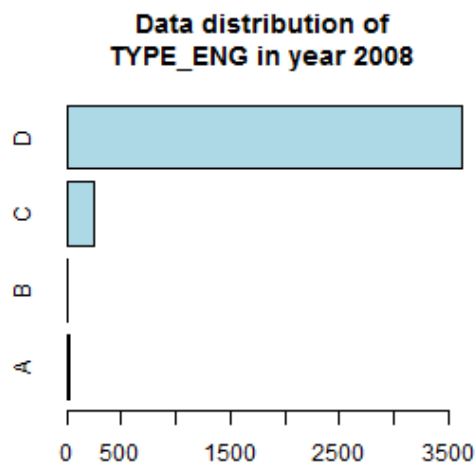
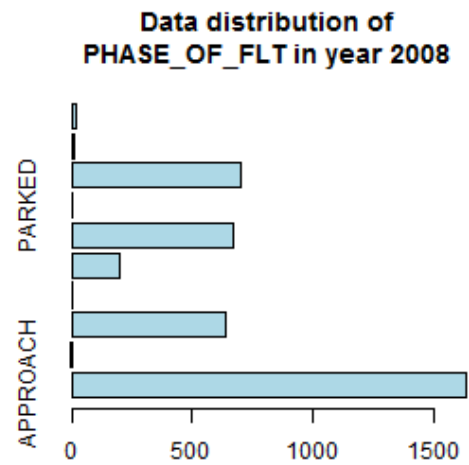
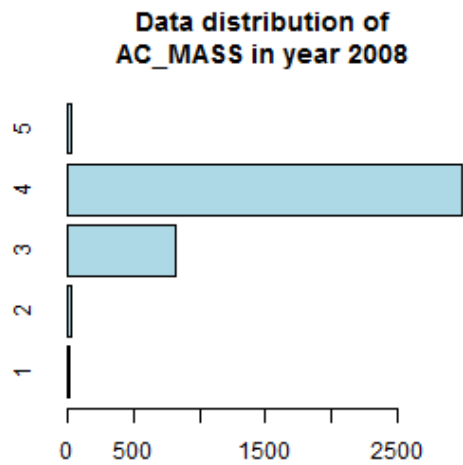


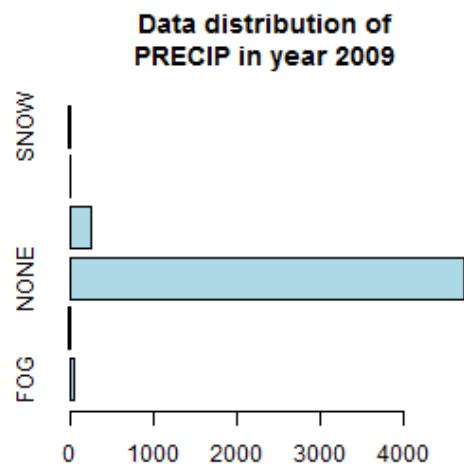
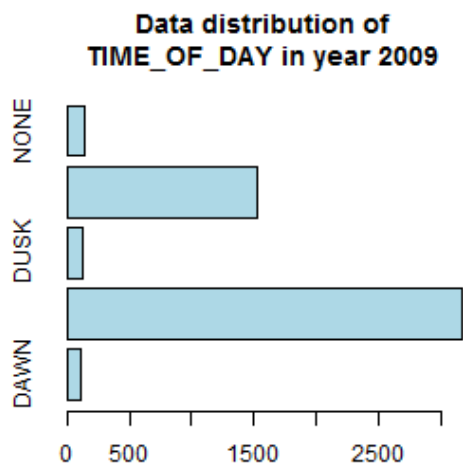
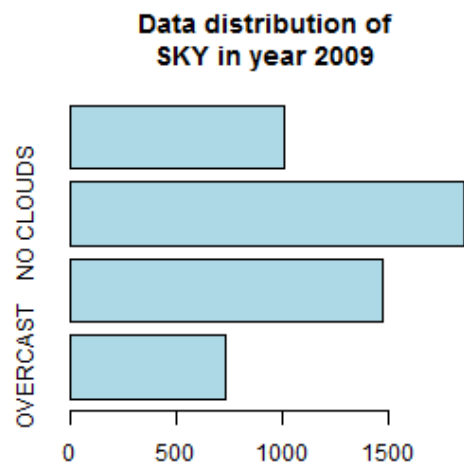
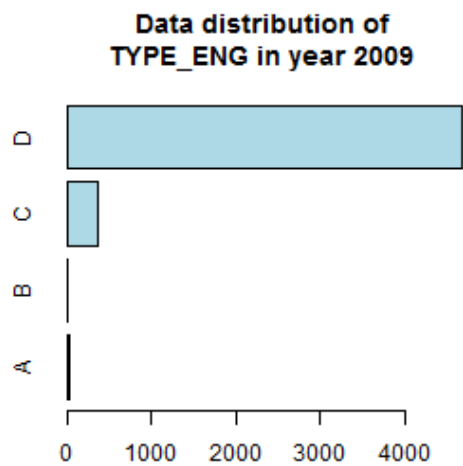
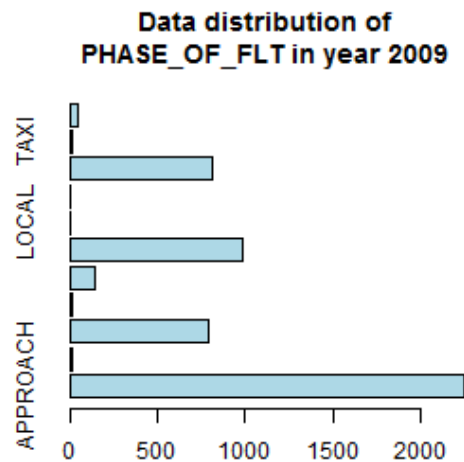
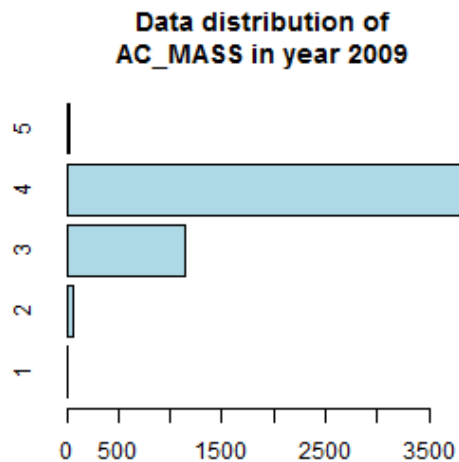


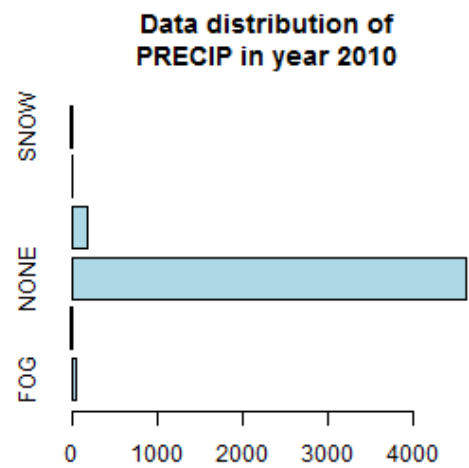
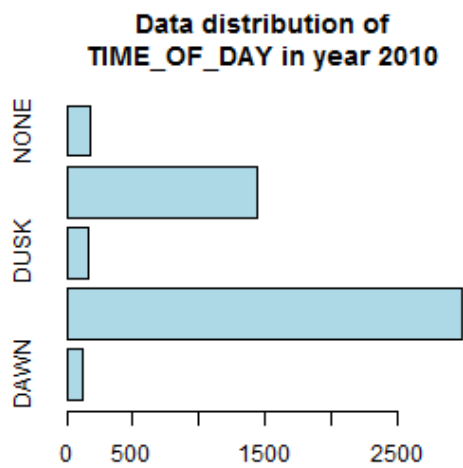
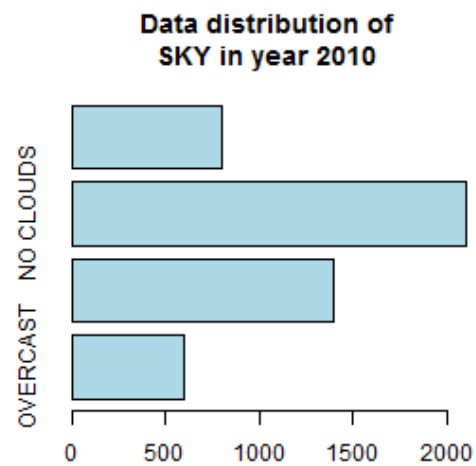
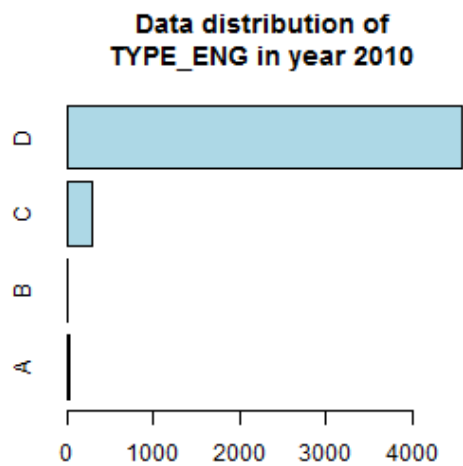
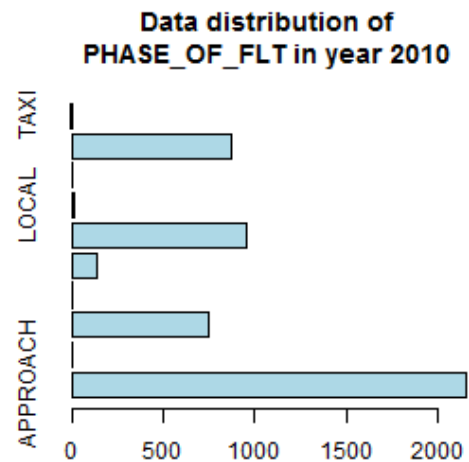
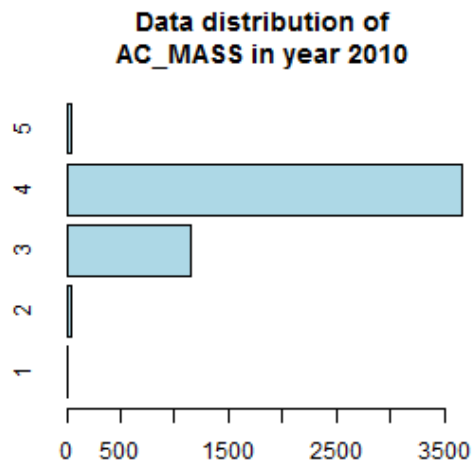




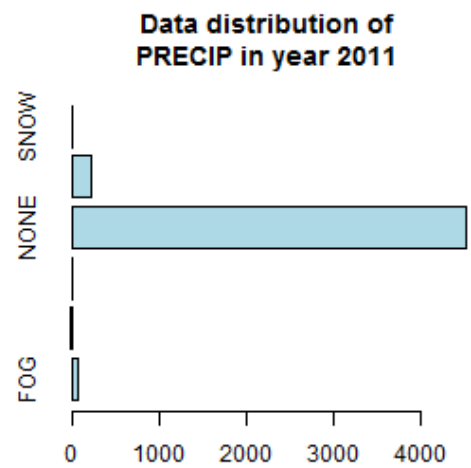
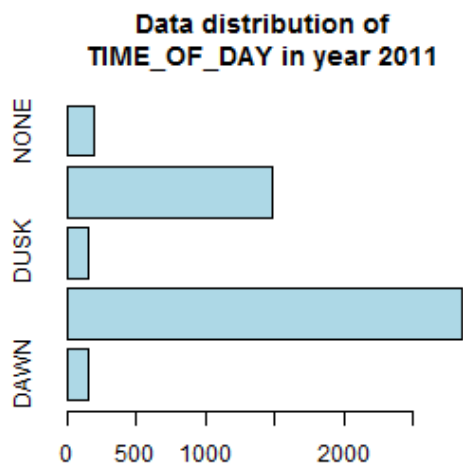
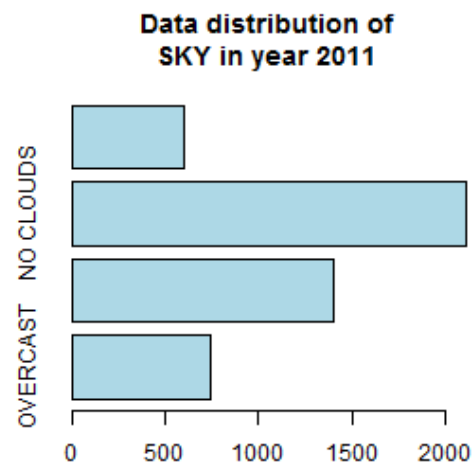
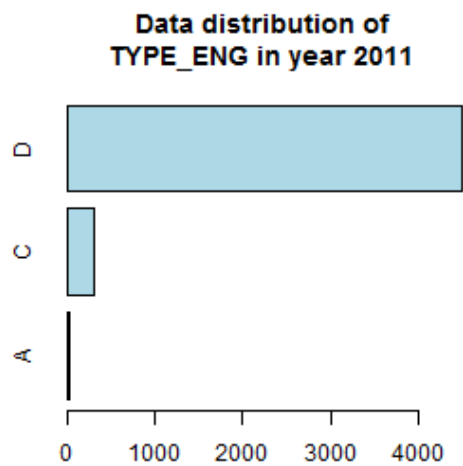
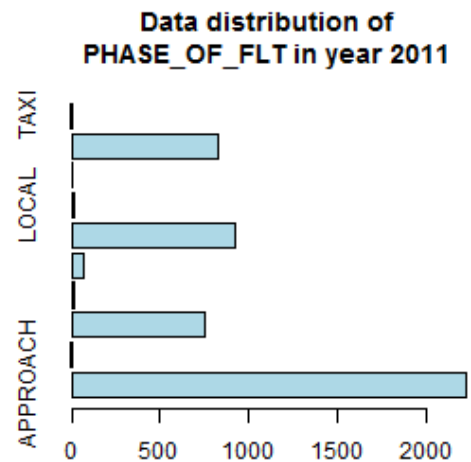
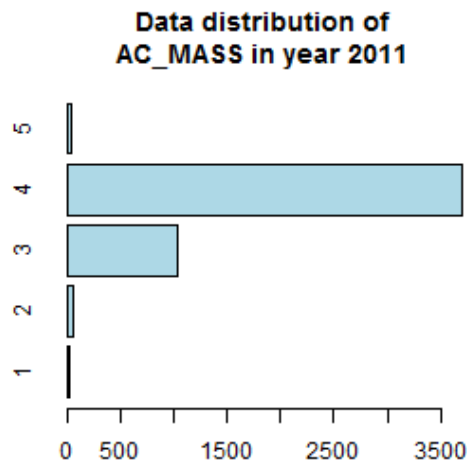


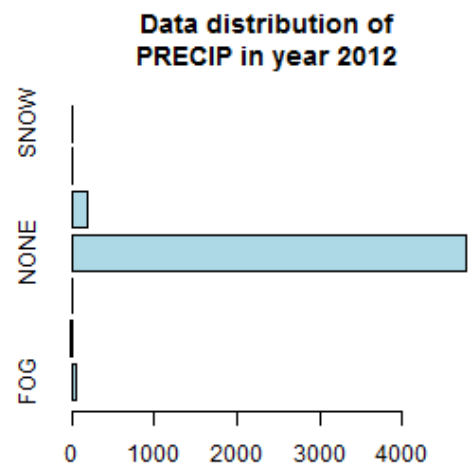
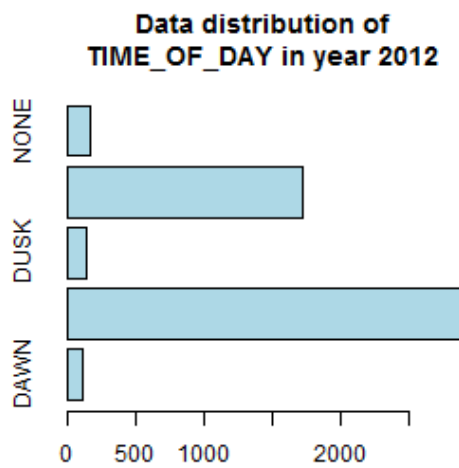
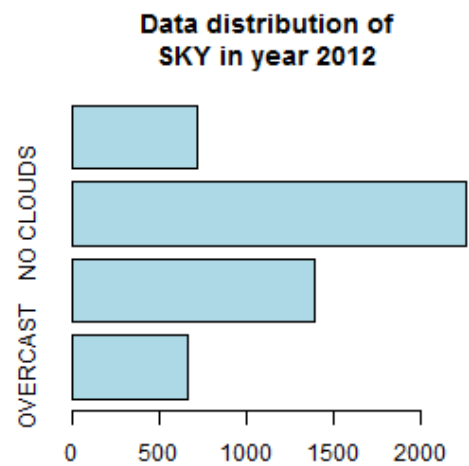
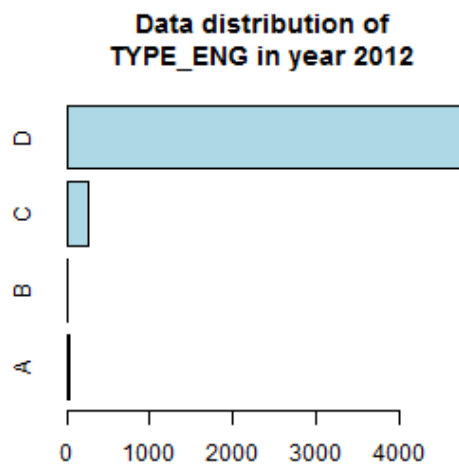
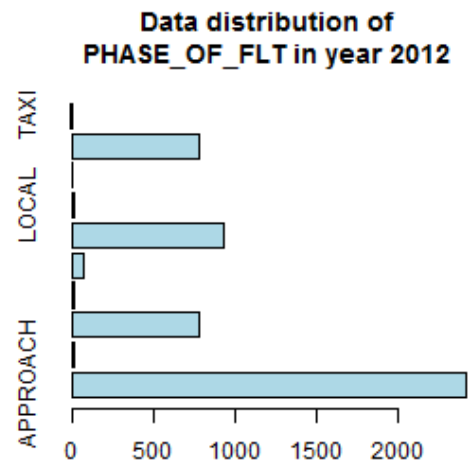
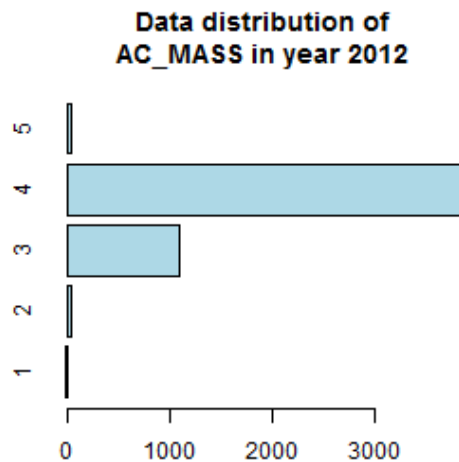


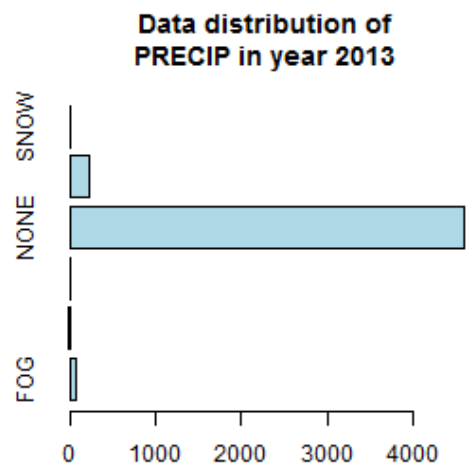
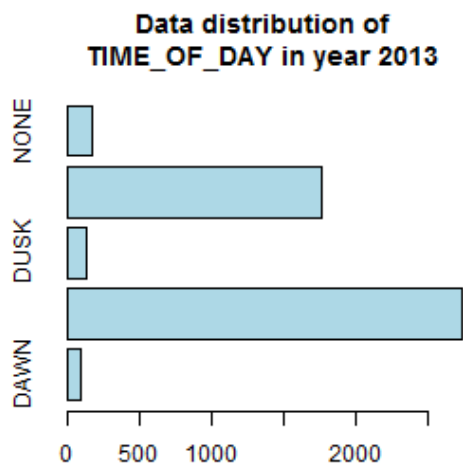
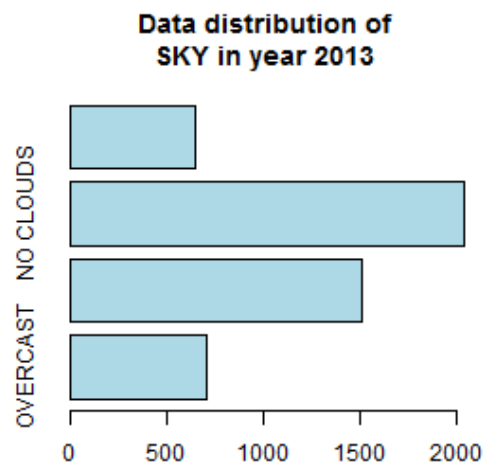
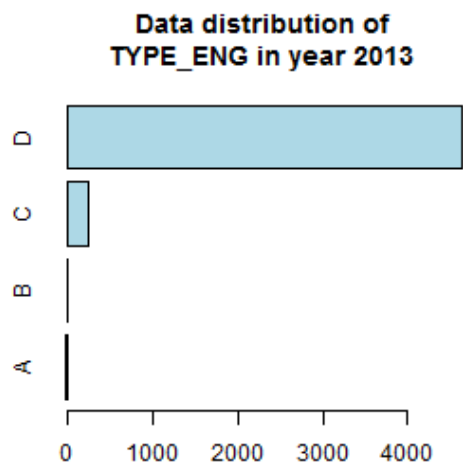
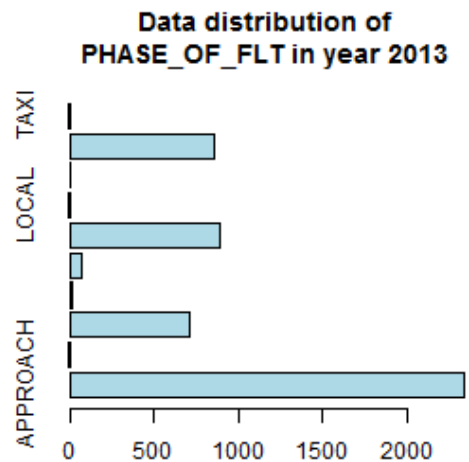
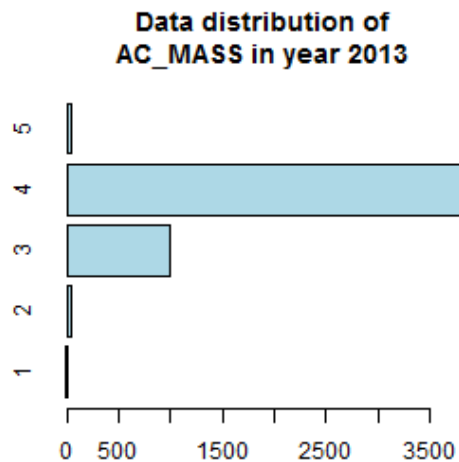


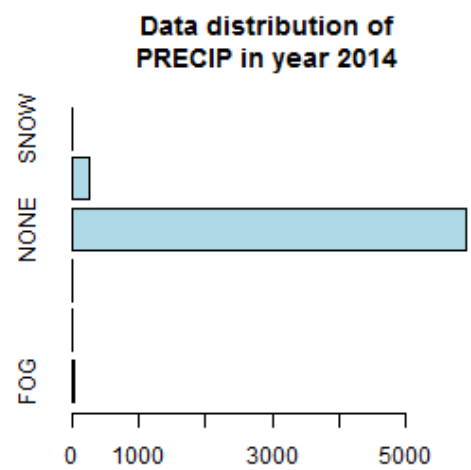
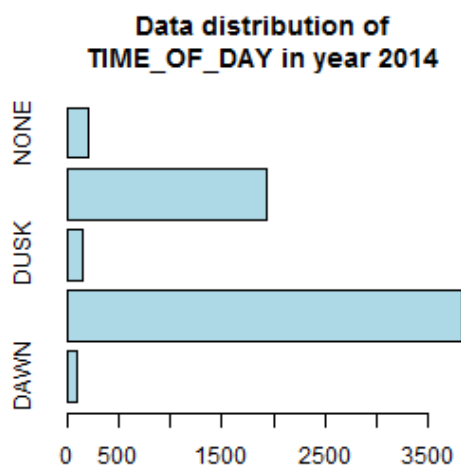
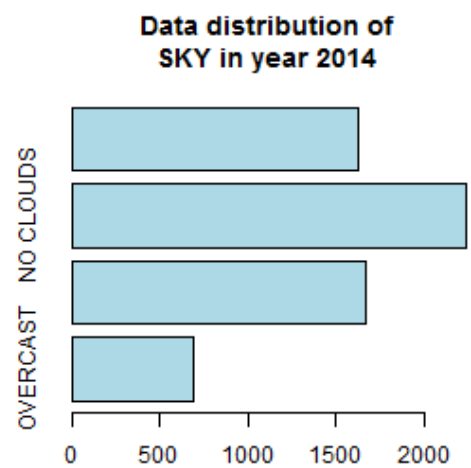
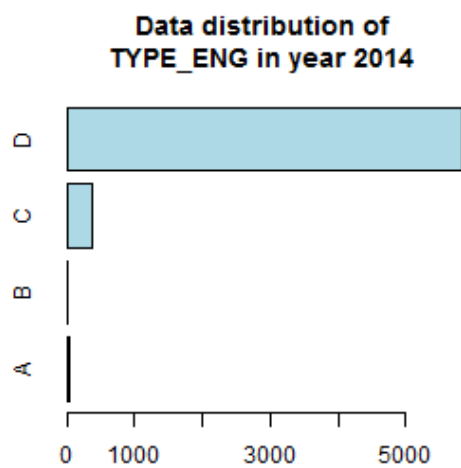
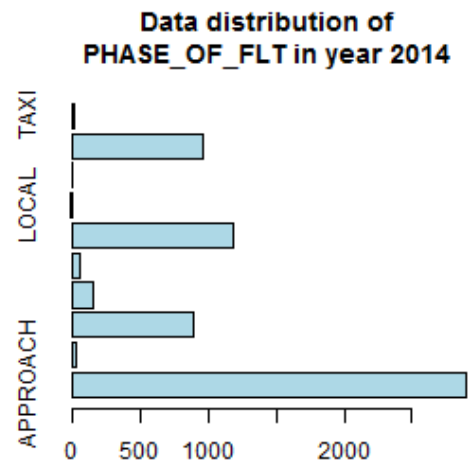
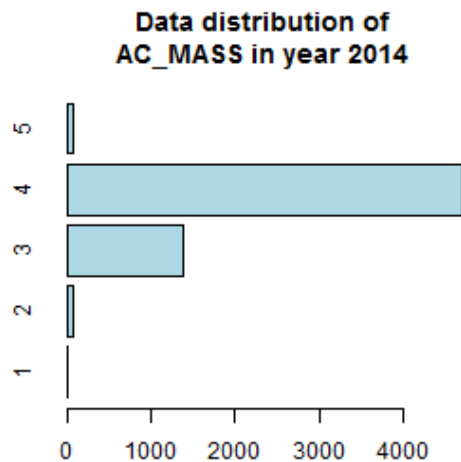


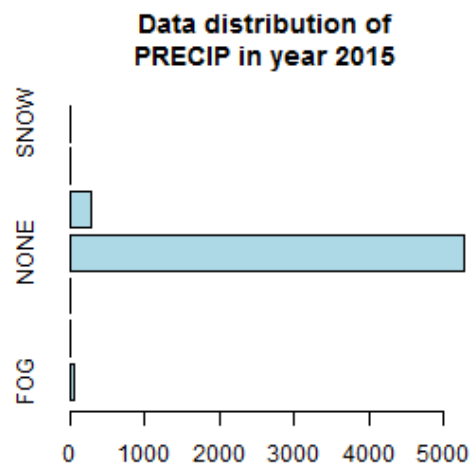
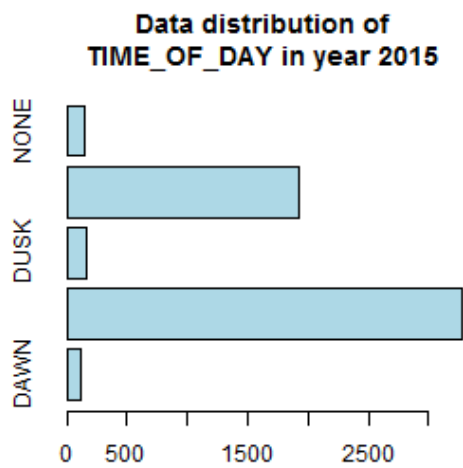
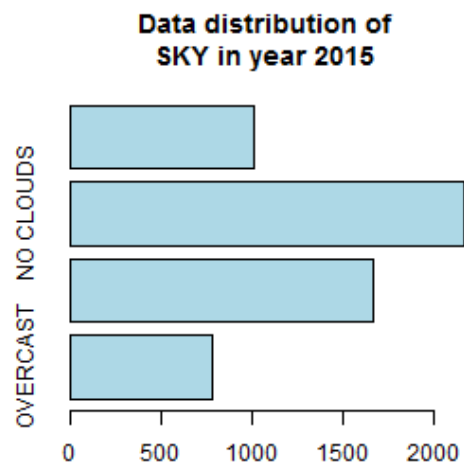
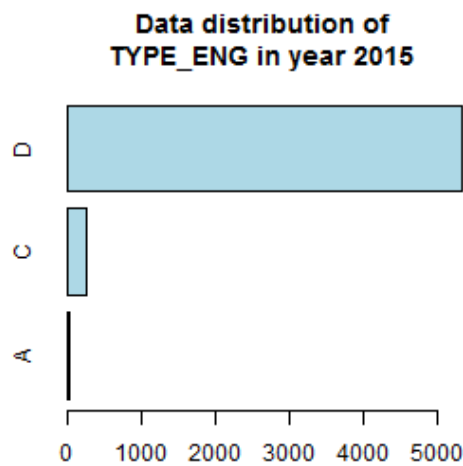
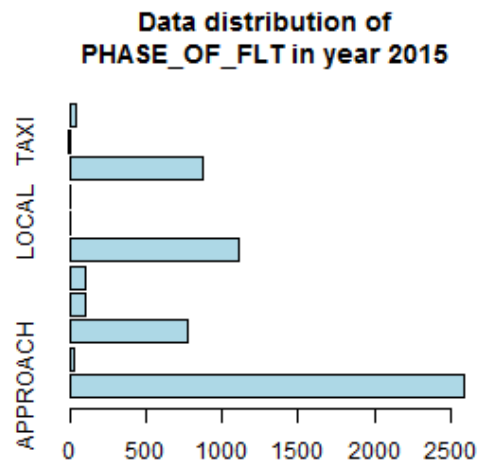
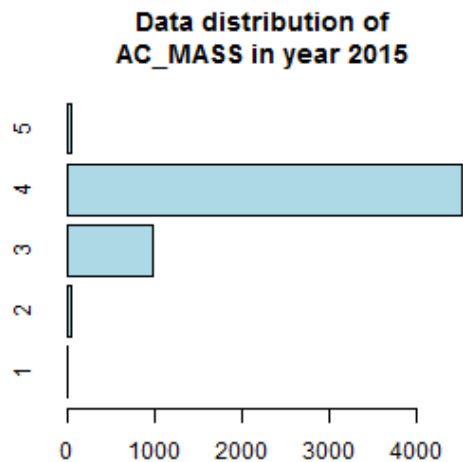


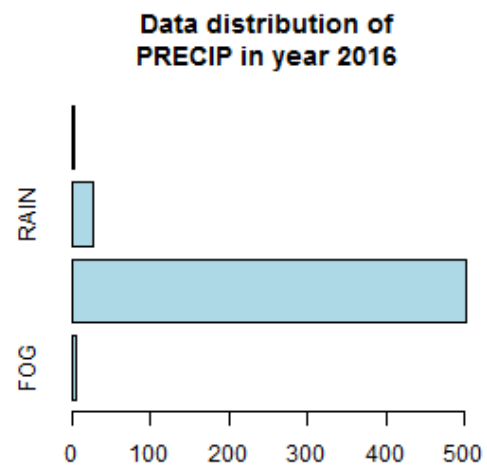
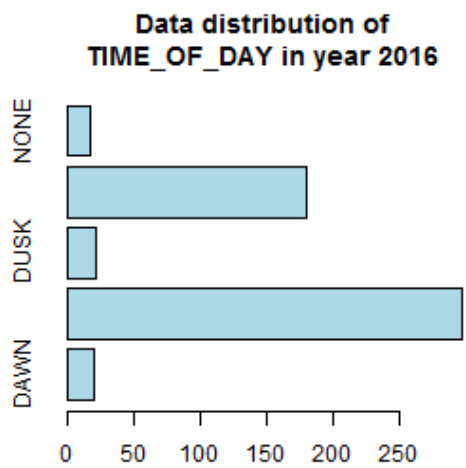
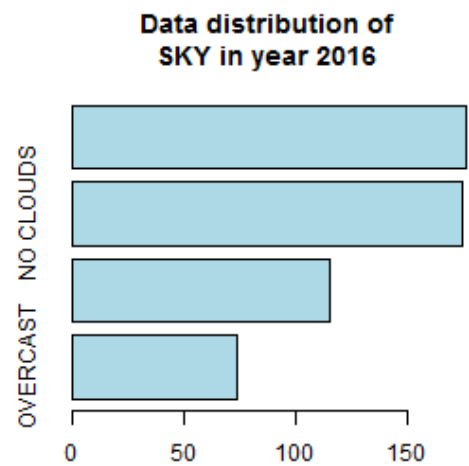
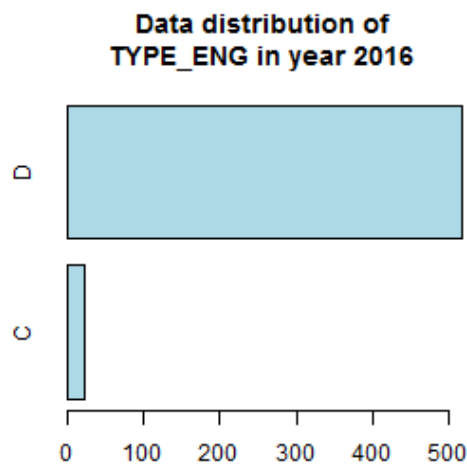
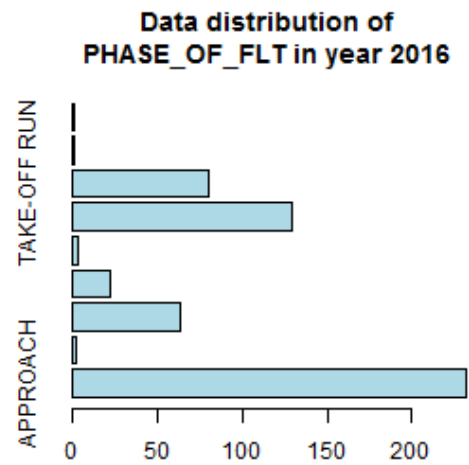
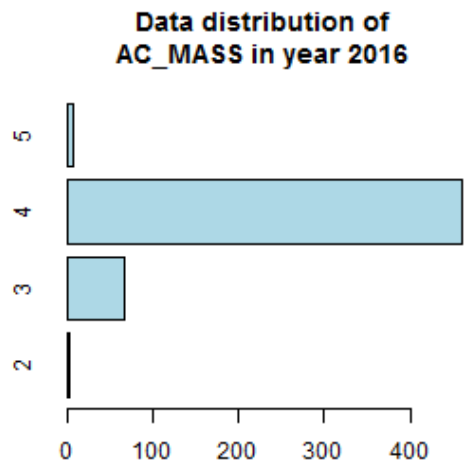












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### 15.1.2 Flight Data (1990 - 2016)

The first summary table shows the number of distinct items for each year regarding the number of records, the carriers, and the origin and the destination airports after the selection and cleanup tasks.

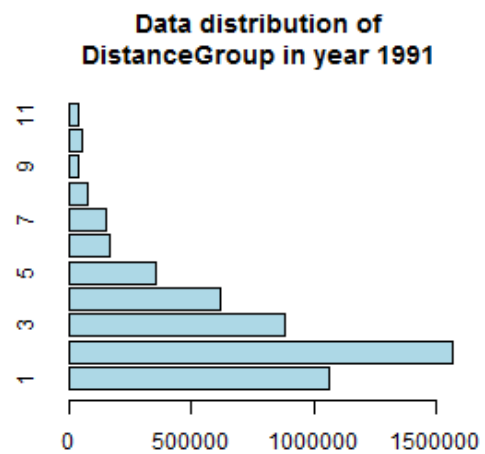
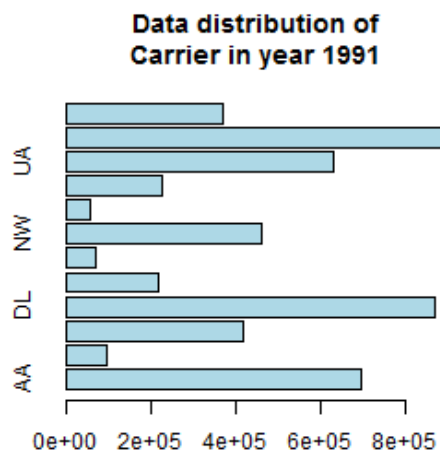
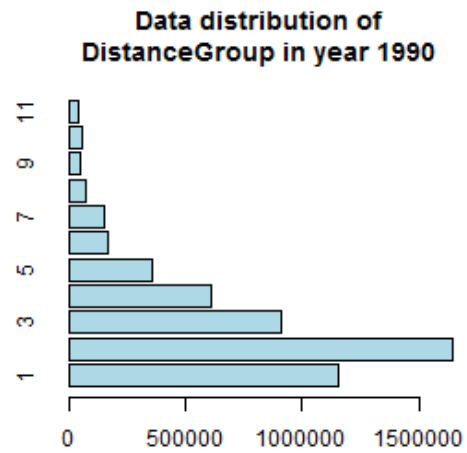
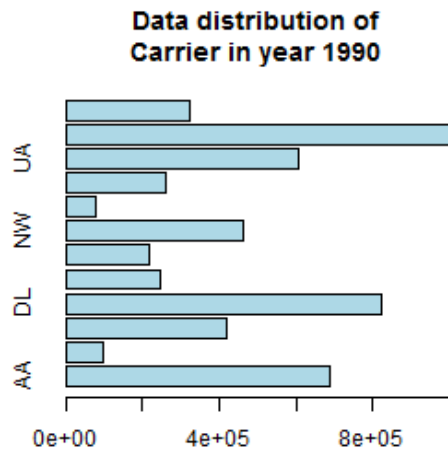
| Year | # of flights | # of carriers | Origin airports | Origin states | Destination airports | Destination states |
|------|--------------|---------------|-----------------|---------------|----------------------|--------------------|
| 1990 | 5220743      | 12            | 226             | 49            | 227                  | 49                 |
| 1991 | 5025091      | 12            | 225             | 49            | 225                  | 49                 |
| 1992 | 5040279      | 10            | 226             | 49            | 226                  | 49                 |
| 1993 | 5019147      | 10            | 219             | 49            | 219                  | 49                 |
| 1994 | 5133635      | 10            | 218             | 49            | 219                  | 49                 |
| 1995 | 5277791      | 10            | 213             | 49            | 213                  | 49                 |
| 1996 | 5308054      | 10            | 206             | 49            | 207                  | 49                 |
| 1997 | 5367484      | 10            | 202             | 49            | 202                  | 49                 |
| 1998 | 5339590      | 10            | 204             | 49            | 205                  | 49                 |
| 1999 | 5479428      | 10            | 202             | 49            | 202                  | 49                 |
| 2000 | 5626936      | 11            | 202             | 49            | 202                  | 49                 |
| 2001 | 5908140      | 12            | 226             | 49            | 225                  | 49                 |
| 2002 | 5217254      | 10            | 213             | 48            | 214                  | 48                 |
| 2003 | 6433097      | 18            | 278             | 49            | 278                  | 49                 |
| 2004 | 7068362      | 19            | 281             | 49            | 284                  | 49                 |
| 2005 | 7080554      | 20            | 281             | 49            | 284                  | 49                 |
| 2006 | 7081884      | 21            | 284             | 50            | 291                  | 50                 |
| 2007 | 7397375      | 20            | 299             | 50            | 305                  | 50                 |
| 2008 | 6955720      | 20            | 298             | 49            | 299                  | 49                 |
| 2009 | 6396564      | 19            | 291             | 49            | 291                  | 49                 |
| 2010 | 6394653      | 18            | 299             | 49            | 299                  | 49                 |
| 2011 | 6028609      | 16            | 292             | 49            | 294                  | 49                 |
| 2012 | 6034248      | 15            | 306             | 49            | 306                  | 49                 |
| 2013 | 6305662      | 16            | 312             | 50            | 310                  | 50                 |
| 2014 | 5754680      | 14            | 317             | 50            | 316                  | 50                 |
| 2015 | 5751630      | 14            | 315             | 50            | 315                  | 50                 |
| 2016 | 1786119      | 12            | 290             | 49            | 290                  | 49                 |

The second summary table shows the number of distinct items for each year the departure time group and distance between the airports after the selection and cleanup tasks.

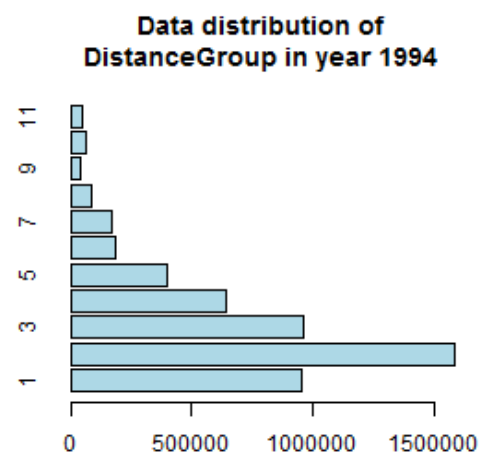
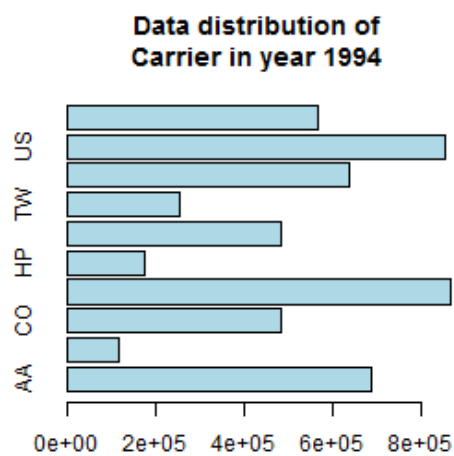
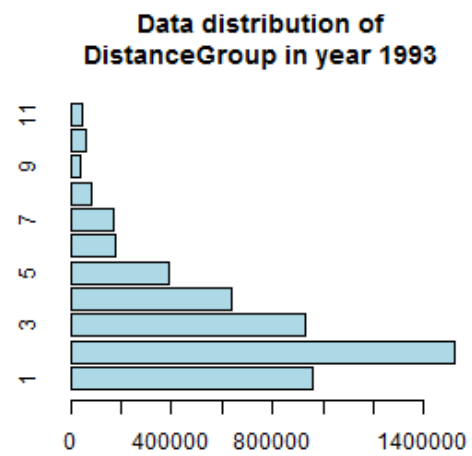
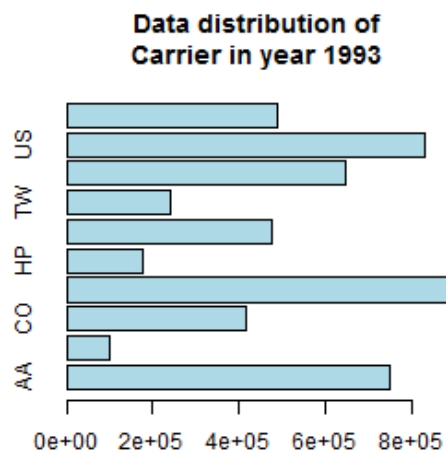
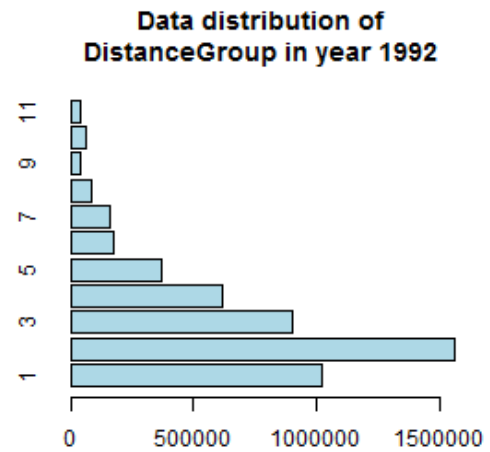
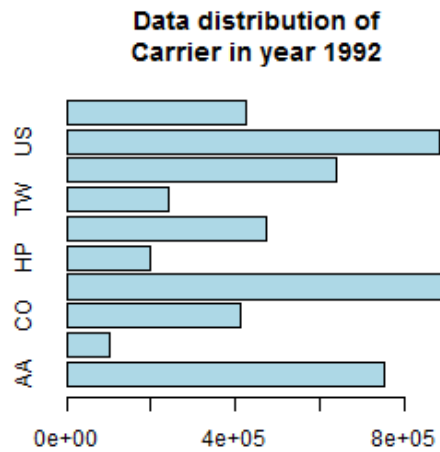
| Year | Departure time block | Distance group |
|------|----------------------|----------------|
| 1990 | 19                   | 11             |
| 1991 | 19                   | 11             |
| 1992 | 19                   | 11             |
| 1993 | 19                   | 11             |
| 1994 | 19                   | 11             |
| 1995 | 19                   | 11             |
| 1996 | 19                   | 11             |
| 1997 | 19                   | 11             |
| 1998 | 19                   | 11             |
| 1999 | 19                   | 11             |
| 2000 | 19                   | 11             |
| 2001 | 19                   | 11             |
| 2002 | 19                   | 11             |
| 2003 | 19                   | 11             |

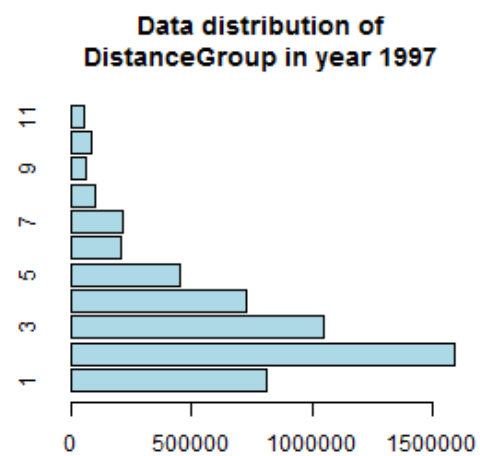
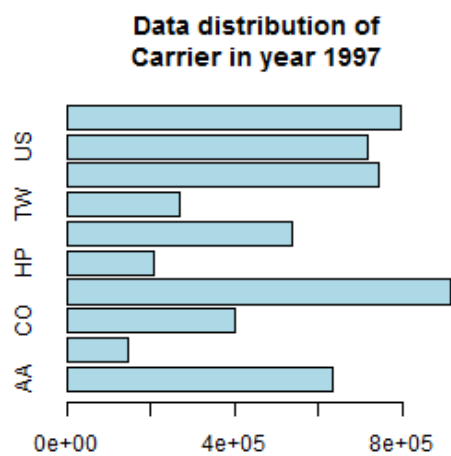
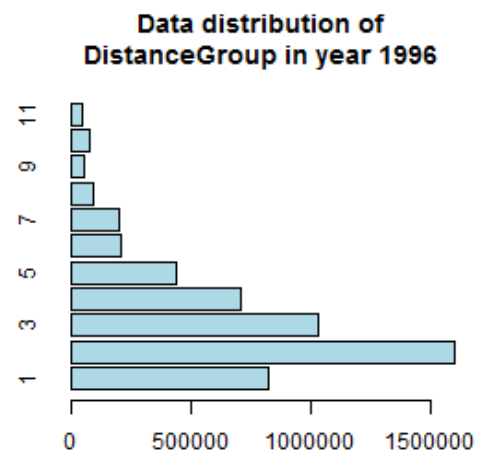
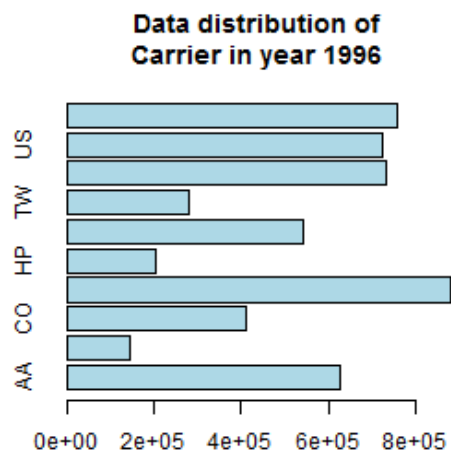
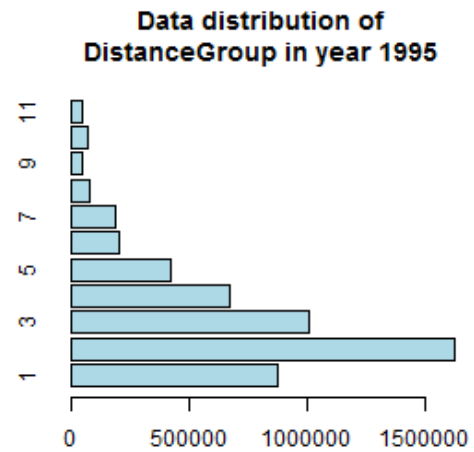
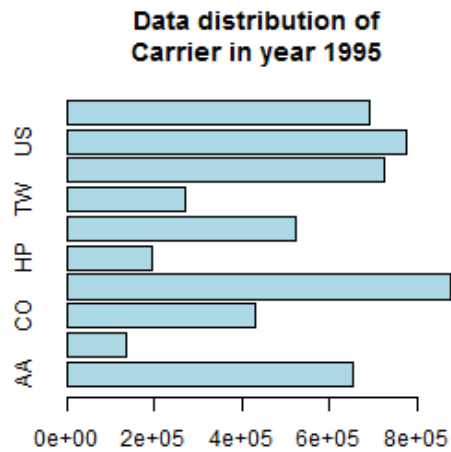
| Year | Departure time block | Distance group |
|------|----------------------|----------------|
| 2004 | 19                   | 11             |
| 2005 | 19                   | 11             |
| 2006 | 19                   | 11             |
| 2007 | 19                   | 11             |
| 2008 | 19                   | 11             |
| 2009 | 19                   | 11             |
| 2010 | 19                   | 11             |
| 2011 | 19                   | 11             |
| 2012 | 20                   | 11             |
| 2013 | 19                   | 11             |
| 2014 | 19                   | 11             |
| 2015 | 19                   | 11             |
| 2016 | 19                   | 11             |

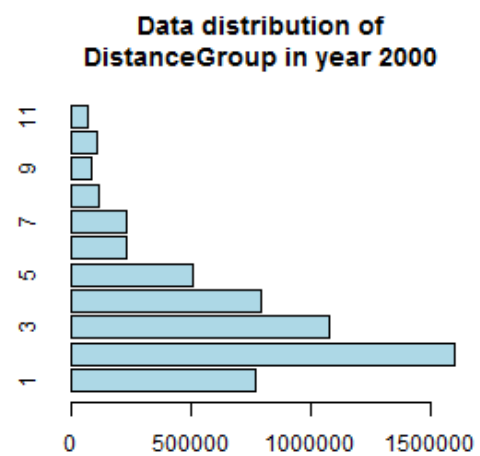
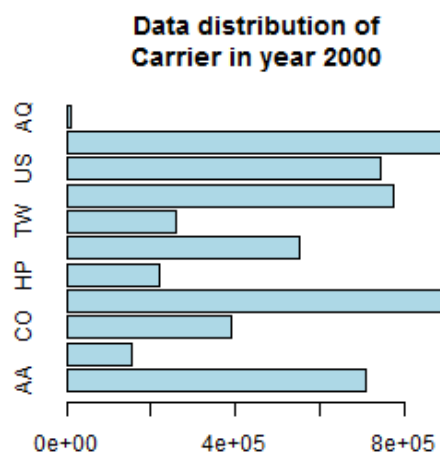
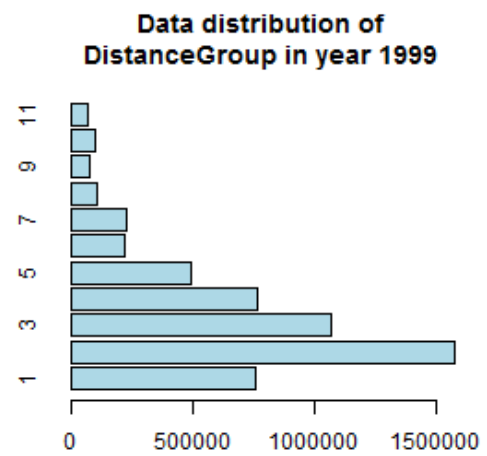
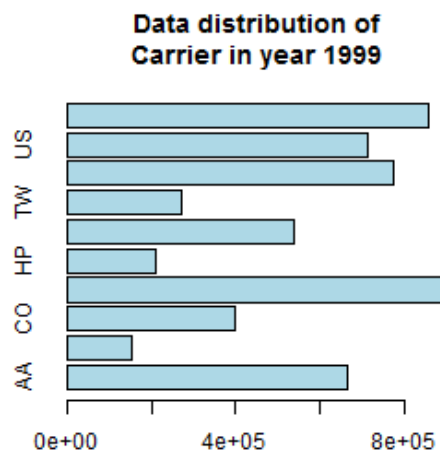
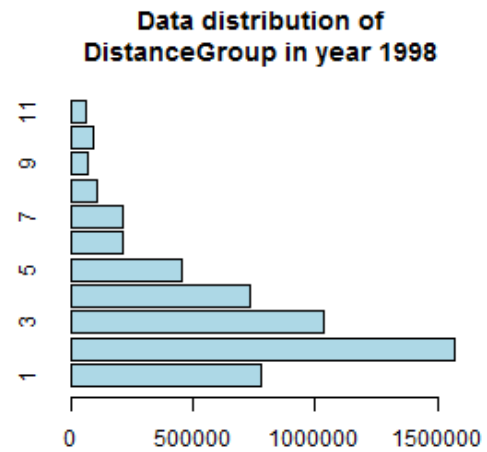
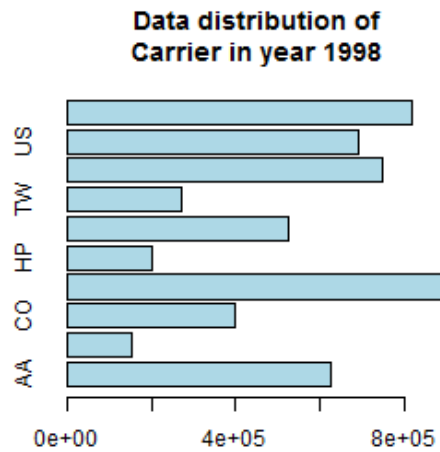
The following graphs show the distributions of some of the selected distinct items summarized in the tables above.

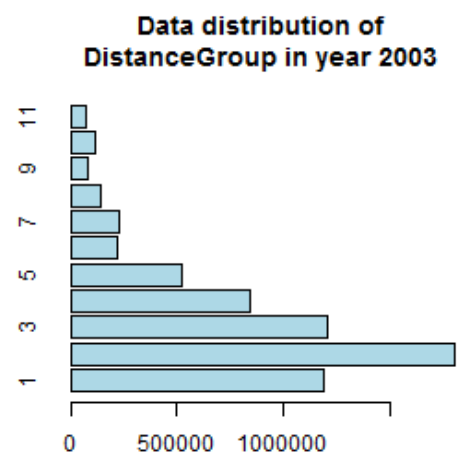
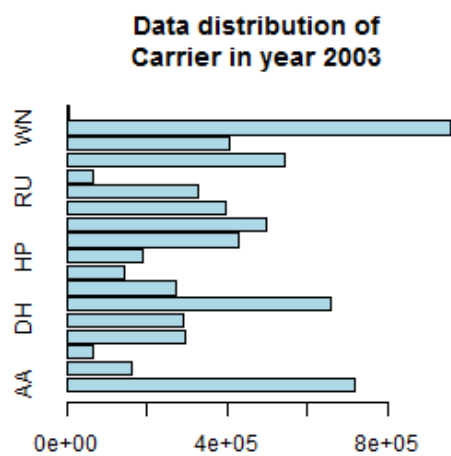
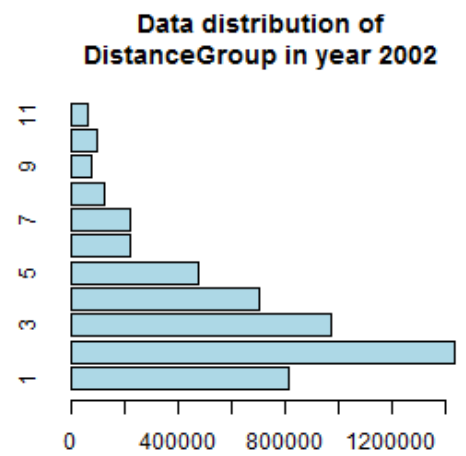
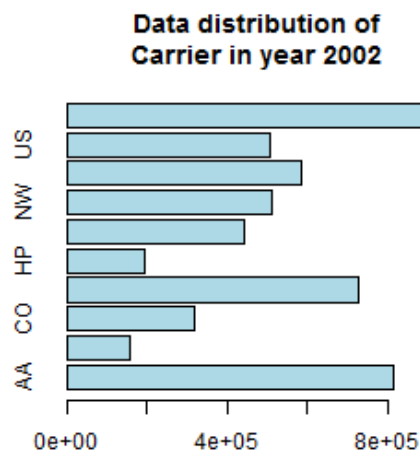
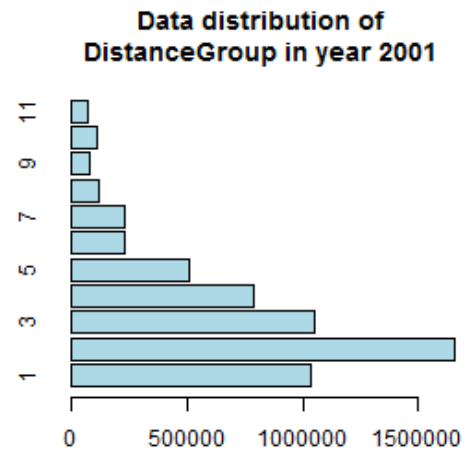
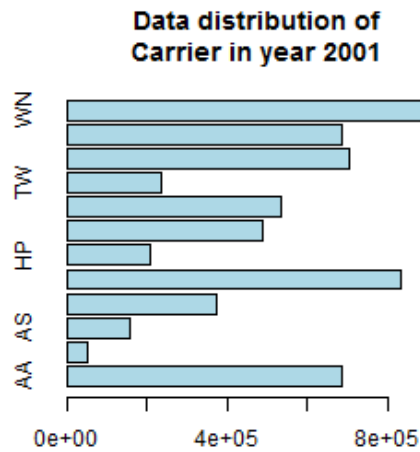




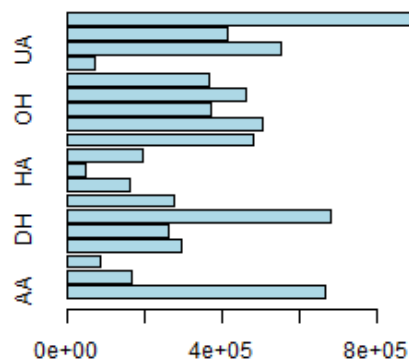




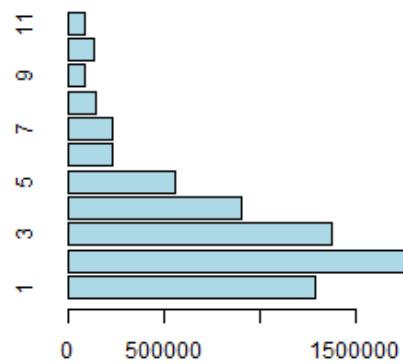




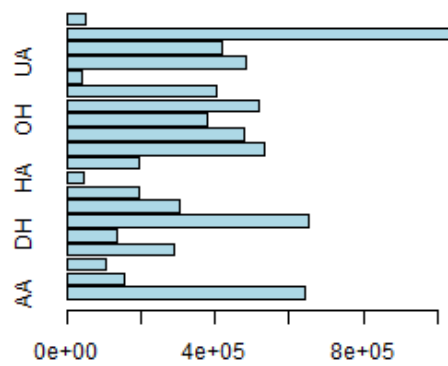
**Data distribution of  
Carrier in year 2004**



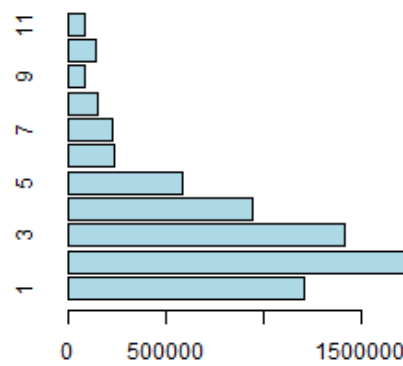
**Data distribution of  
DistanceGroup in year 2004**



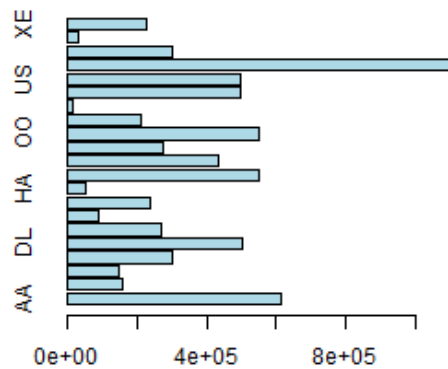
**Data distribution of  
Carrier in year 2005**



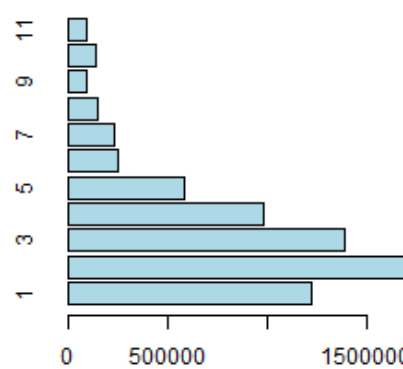
**Data distribution of  
DistanceGroup in year 2005**



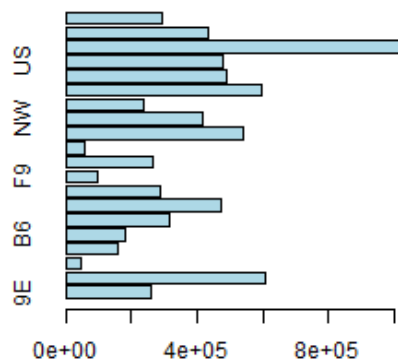
**Data distribution of  
Carrier in year 2006**



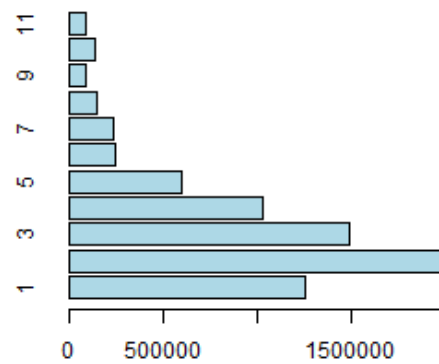
**Data distribution of  
DistanceGroup in year 2006**



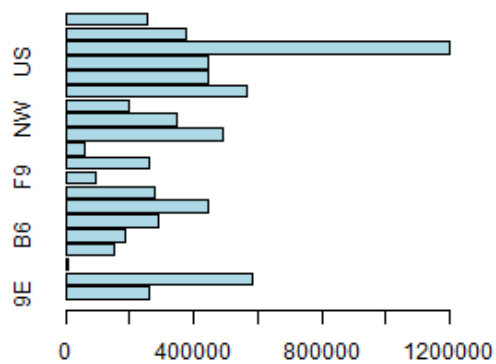
**Data distribution of  
Carrier in year 2007**



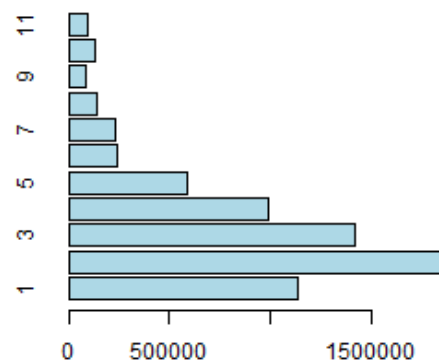
**Data distribution of  
DistanceGroup in year 2007**



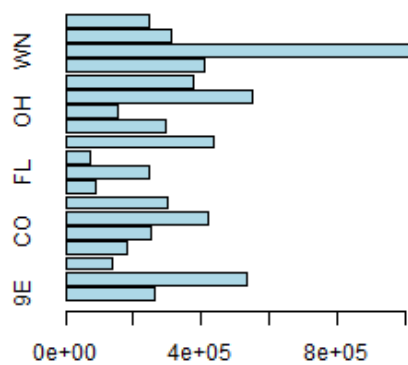
**Data distribution of  
Carrier in year 2008**



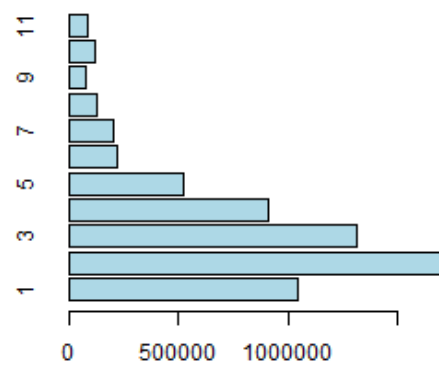
**Data distribution of  
DistanceGroup in year 2008**

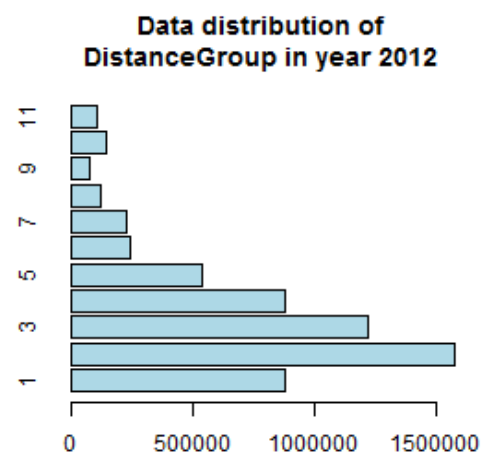
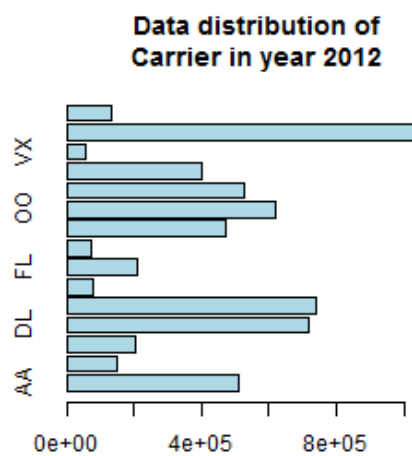
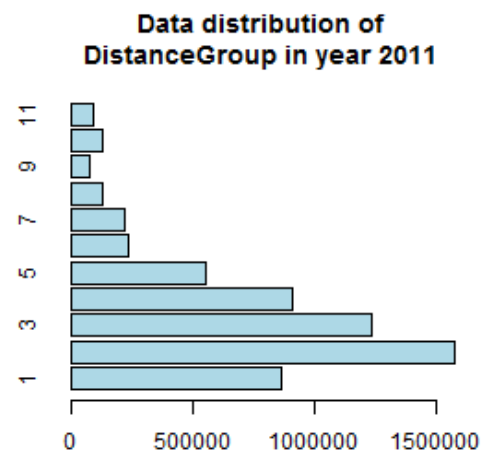
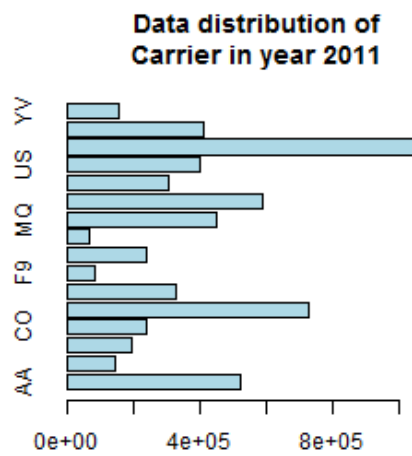
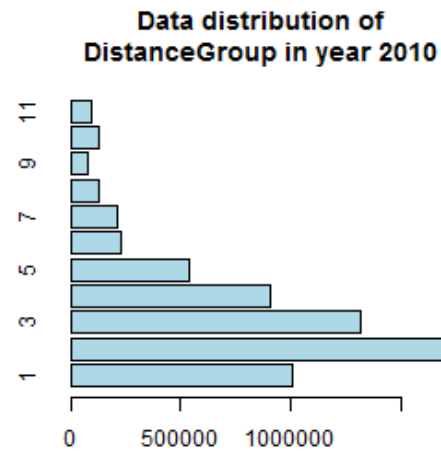
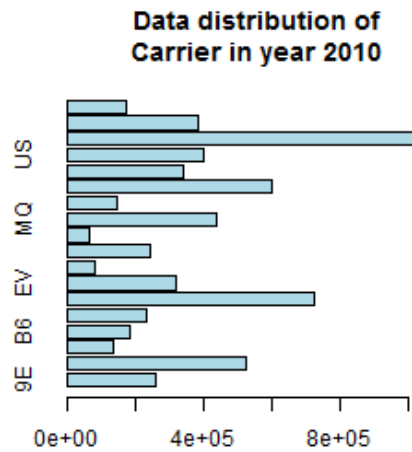


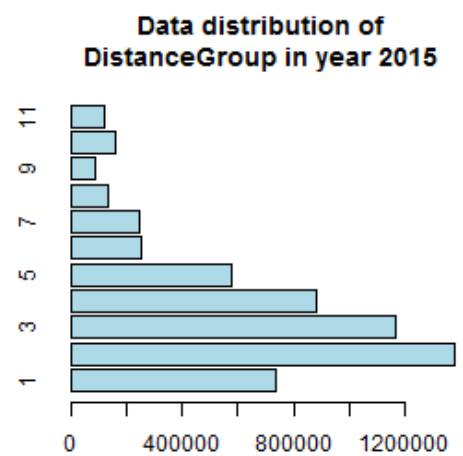
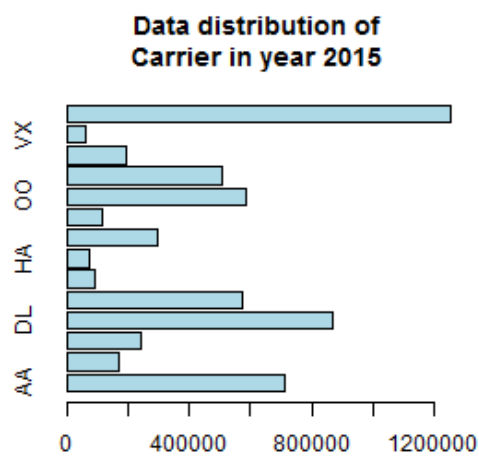
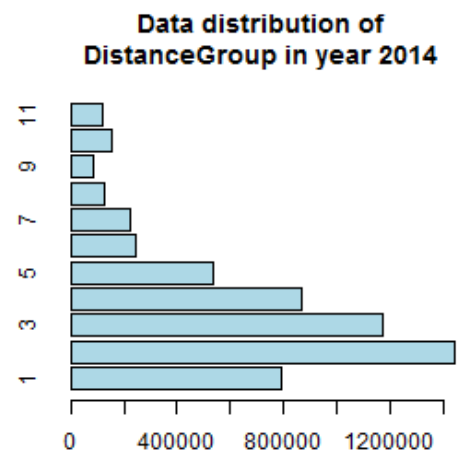
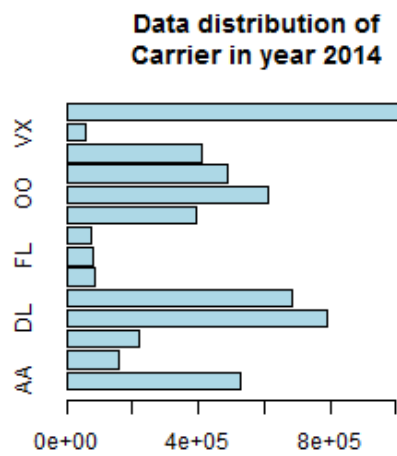
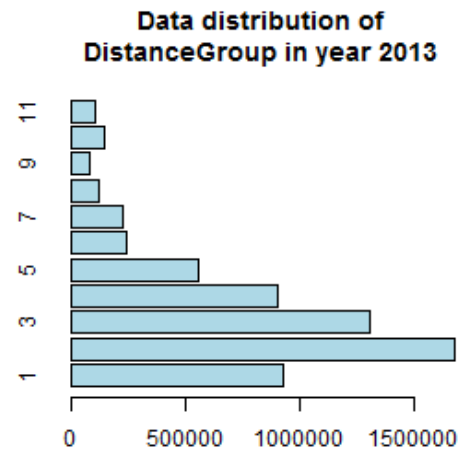
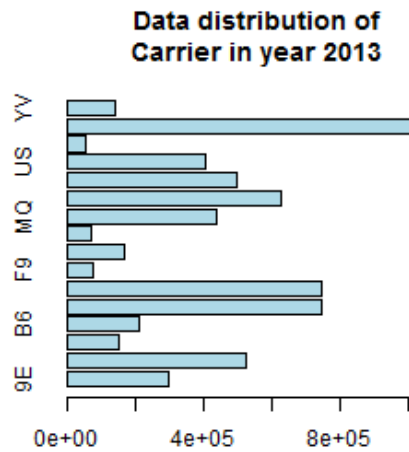
**Data distribution of  
Carrier in year 2009**



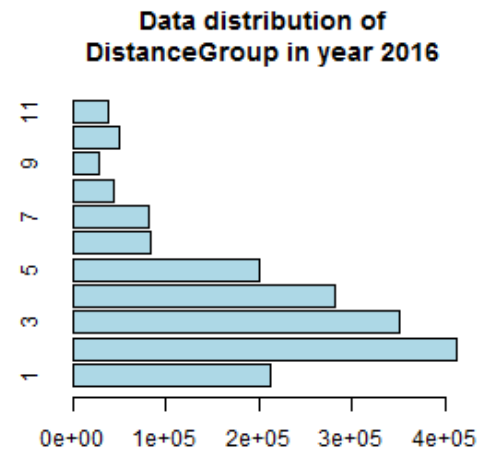
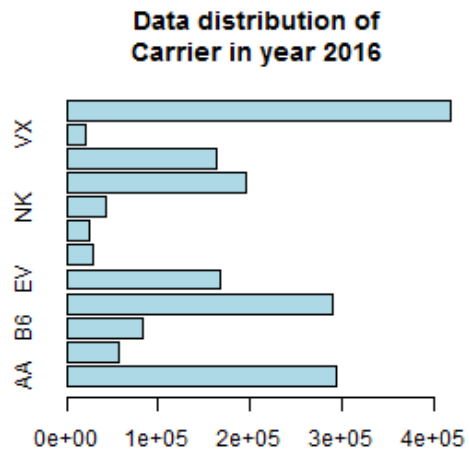
**Data distribution of  
DistanceGroup in year 2009**











---

## 16 Appendix 7 - Source Code

The following pages contain the source code of the project.

```
# #'
# #' \code{wildLifeStrikeDataSet} based on the configuration
# #' items checks if the wildlife strike data set file has been:
# #' - downloaded
# #' - uncompressed
# #' - included tables extracted
# #' if not, then execute these tasks.
# #'
# #' @examples
# #' wildLifeStrikeDataSet()
# #'
# wildLifeStrikeDataSet <- function() {
#   #setting the download parameters
#   URL <- getWDData()
#   destfile <- paste(getDataDir(), "wildlife.zip", sep = "/")
#
#   method="auto"
#
#   #if the file exists then do not download again
#   if (file.exists(destfile) != TRUE)
#   {
#     download.file(URL, destfile, method)
#   } else
#   {
#     message("File exists no download required.")
#   }
#
#   destdir <- getDataDir()
#
#   #unzip the file
#   unzip(destfile, exdir = destdir)
#
#   csvfile <- paste(destdir,
#                     "/STRIKE_REPORTS (1990-1999).csv",
#                     sep="")
#
#   if (file.exists(csvfile) != TRUE)
#   {
#     setwd(getDataDir())
#     system(paste("java -jar ",
#                   getDataDir(),
#                   "/access2csv.jar ",
#                   getDataDir(),
#                   "/wildlife.accdb",
#                   sep = ""))
#     setwd(getMainDir())
#   } else
#   {
#     message("File exists no extract required.")
#   }
# }
```

---

```

#
# }
# #'
# #' \code{onTimeFlightPerformanceDataSet} based on the configuration
# #' items checks if the commercial flight data set files have been:
# #' - downloaded
# #' - uncompressed
# #' if not, then execute these tasks.
# #'
# #' @examples
# #' onTimeFlightPerformanceDataSet()
# #'
# onTimeFlightPerformanceDataSet <- function() {
#
#   method="auto"
#   dataDir <- getDataDir()
#   startYear <- getStartYear()
#   endYear <- getEndYear()
#   startMonth <- getStartMonth()
#   endMonth <- getEndMonth()
#
#   for (i in startYear:endYear){
#     for (j in startMonth:endMonth){
#
#       variableName <- paste("On_Time_On_Time_Performance_",
#                             i,
#                             "_",
#                             j,
#                             sep = "")
#
#       sourceFile <- paste(variableName, ".zip", sep = "")
#       URL <- paste(getFData(), sourceFile, sep = "")
#       destinationFile <- paste(dataDir, "/", sourceFile, sep = "")
#
#       #if the file exists then do not download again
#       if (file.exists(destinationFile) != TRUE)
#       {
#         message("Downloading ", sourceFile)
#         download.file(URL, destinationFile, method)
#         Sys.sleep(0.1)
#       } else
#       {
#         message(sourceFile,
#                 " file exists, no download is required.")
#       }
#
#       zippedFileName <- sourceFile
#       zippedFile <- destinationFile
#       unzippedFileName <- paste(variableName,
#                                 ".csv",
#                                 sep = "")
#       unzippedFile <- paste(dataDir, "/", unzippedFileName, sep = "")
#

```

---

---

```

#         #if the file exists then do not unzip it again
#         if (file.exists(unzippedFile) != TRUE)
#         {
#             message("Unzipping ", zippedFileName)
#             unzip(zippedFile,
#                 overwrite = FALSE,
#                 exdir = dataDir) #No overwrite
#             #Clear warnings
#             assign("last.warning", NULL, envir = baseenv())
#         } else
#         {
#             message(unzippedFileName,
#                 " file exists, no unzip is required.")
#         }
#
#     } #end of "for (j in startMonth:endMonth)"
# } #end of "for (i in startYear:endYear)"
#
# }

# #'
# #' \code{wildLifeStrikeDataSetSplitByYear} splits the strike data
# #' into RDS files by year, so that the data files would be aligned
# #' across the different data sets
# #'
# #' @examples
# #' wildLifeStrikeDataSetSplitByYear()
# #'
# wildLifeStrikeDataSetSplitByYear <- function() {
#
#     dataDir <- getDataDir()
#     startYear <- getStartYear()
#     endYear <- getEndYear()
#
#     for (i in startYear:endYear){
#         RDSFileName <- paste(i,
#                               "_Animal_Strikes_01_Orig.rds",
#                               sep = "")
#
#         RDSFile <- paste(dataDir,
#                           "/",
#                           RDSFileName,
#                           sep = "")
#
#         if (file.exists(RDSFile) != TRUE){
#
#             if (exists("sr_1990_1999") != TRUE){
#
#                 message("Reading sr_1990_1999")
#
#                 variableName <- "sr_1990_1999"
#
#                 assign(variableName,
#                     data.table(

```

---

---

```

#         read.csv(
#             paste(
#                 dataDir,
#                 "/STRIKE_REPORTS (1990-1999).csv",
#                 sep=""),
#             header = FALSE)),
#         envir = .GlobalEnv)
#
# names(sr_1990_1999) <- c("INDEX_NR",
#                           "OPID",
#                           "OPERATOR",
#                           "ATYPE",
#                           "AMA",
#                           "AMO",
#                           "EMA",
#                           "EMO",
#                           "AC_CLASS",
#                           "AC_MASS",
#                           "NUM_ENGS",
#                           "TYPE_ENG",
#                           "ENG_1_POS",
#                           "ENG_2_POS",
#                           "ENG_3_POS",
#                           "ENG_4_POS",
#                           "REG",
#                           "FLT",
#                           "REMAINS_COLLECTED",
#                           "REMAINS_SENT",
#                           "INCIDENT_DATE",
#                           "INCIDENT_MONTH",
#                           "INCIDENT_YEAR",
#                           "TIME_OF_DAY",
#                           "TIME",
#                           "AIRPORT_ID",
#                           "AIRPORT",
#                           "STATE",
#                           "FAAREGION",
#                           "ENROUTE",
#                           "RUNWAY",
#                           "LOCATION",
#                           "HEIGHT",
#                           "SPEED",
#                           "DISTANCE",
#                           "PHASE_OF_FLT",
#                           "DAMAGE",
#                           "STR_RAD",
#                           "DAM_RAD",
#                           "STR_WINDSHLD",
#                           "DAM_WINDSHLD",
#                           "STR_NOSE",
#                           "DAM_NOSE",
#                           "STR_ENG1",
#                           "DAM_ENG1",
#                           "STR_ENG2",

```

---

---

```

#         "DAM_ENG2",
#         "STR_ENG3",
#         "DAM_ENG3",
#         "STR_ENG4",
#         "DAM_ENG4",
#         "INGESTED",
#         "STR_PROP",
#         "DAM_PROP",
#         "STR_WING_ROT",
#         "DAM_WING_ROT",
#         "STR_FUSE",
#         "DAM_FUSE",
#         "STR_LG",
#         "DAM_LG",
#         "STR_TAIL",
#         "DAM_TAIL",
#         "STR_LGHTS",
#         "DAM_LGHTS",
#         "STR_OTHER",
#         "DAM_OTHER",
#         "OTHER_SPECIFY",
#         "EFFECT",
#         "EFFECT_OTHER",
#         "SKY",
#         "PRECIP",
#         "SPECIES_ID",
#         "SPECIES",
#         "BIRDS_SEEN",
#         "BIRDS_STRUCK",
#         "SIZE",
#         "WARNED",
#         "COMMENTS",
#         "REMARKS",
#         "AOS",
#         "COST_REPAIRS",
#         "COST_OTHER",
#         "COST_REPAIRS_INFL_ADJ",
#         "COST_OTHER_INFL_ADJ",
#         "REPORTED_NAME",
#         "REPORTED_TITLE",
#         "REPORTED_DATE",
#         "SOURCE",
#         "PERSON",
#         "NR_INJURIES",
#         "NR_FATALITIES",
#         "LUPDATE",
#         "TRANSFER",
#         "INDICATED_DAMAGE")
#     }
#
#     if (exists("sr_2000_2009") != TRUE) {
#         message("Reading sr_2000_2009")
#

```

---

---

```

#         variableName <- "sr_2000_2009"
#
#         assign(variableName,
#               data.table(
#                 read.csv(
#                   paste(
#                     dataDir,
#                     "/STRIKE_REPORTS (2000-2009).csv",
#                     sep=""),
#                   header = FALSE)),
#               envir = .GlobalEnv)
#
#         names(sr_2000_2009) <- c("INDEX_NR",
#                                   "OPID",
#                                   "OPERATOR",
#                                   "ATYPE",
#                                   "AMA",
#                                   "AMO",
#                                   "EMA",
#                                   "EMO",
#                                   "AC_CLASS",
#                                   "AC_MASS",
#                                   "NUM_ENGS",
#                                   "TYPE_ENG",
#                                   "ENG_1_POS",
#                                   "ENG_2_POS",
#                                   "ENG_3_POS",
#                                   "ENG_4_POS",
#                                   "REG",
#                                   "FLT",
#                                   "REMAINS_COLLECTED",
#                                   "REMAINS_SENT",
#                                   "INCIDENT_DATE",
#                                   "INCIDENT_MONTH",
#                                   "INCIDENT_YEAR",
#                                   "TIME_OF_DAY",
#                                   "TIME",
#                                   "AIRPORT_ID",
#                                   "AIRPORT",
#                                   "STATE",
#                                   "FAAREGION",
#                                   "ENROUTE",
#                                   "RUNWAY",
#                                   "LOCATION",
#                                   "HEIGHT",
#                                   "SPEED",
#                                   "DISTANCE",
#                                   "PHASE_OF_FLT",
#                                   "DAMAGE",
#                                   "STR_RAD",
#                                   "DAM_RAD",
#                                   "STR_WINDSHLD",
#                                   "DAM_WINDSHLD",
#                                   "STR_NOSE",

```

---

---

```

# "DAM_NOSE",
# "STR_ENG1",
# "DAM_ENG1",
# "STR_ENG2",
# "DAM_ENG2",
# "STR_ENG3",
# "DAM_ENG3",
# "STR_ENG4",
# "DAM_ENG4",
# "INGESTED",
# "STR_PROP",
# "DAM_PROP",
# "STR_WING_ROT",
# "DAM_WING_ROT",
# "STR_FUSE",
# "DAM_FUSE",
# "STR_LG",
# "DAM_LG",
# "STR_TAIL",
# "DAM_TAIL",
# "STR_LGHTS",
# "DAM_LGHTS",
# "STR_OTHER",
# "DAM_OTHER",
# "OTHER_SPECIFY",
# "EFFECT",
# "EFFECT_OTHER",
# "SKY",
# "PRECIP",
# "SPECIES_ID",
# "SPECIES",
# "BIRDS_SEEN",
# "BIRDS_STRUCK",
# "SIZE",
# "WARNED",
# "COMMENTS",
# "REMARKS",
# "AOS",
# "COST_REPAIRS",
# "COST_OTHER",
# "COST_REPAIRS_INFL_ADJ",
# "COST_OTHER_INFL_ADJ",
# "REPORTED_NAME",
# "REPORTED_TITLE",
# "REPORTED_DATE",
# "SOURCE",
# "PERSON",
# "NR_INJURIES",
# "NR_FATALITIES",
# "LUPDATE",
# "TRANSFER",
# "INDICATED_DAMAGE")
#
# }
#

```

---



---

```

#         if (exists("sr_2010_Current") != TRUE){
#
#             message("Reading sr_2010_Current")
#
#             variableName <- "sr_2010_Current"
#
#             assign(variableName,
#                   data.table(
#                     read.csv(
#                       paste(
#                         dataDir,
#                         "/STRIKE_REPORTS (2010-Current).csv",
#                         sep=""),
#                       header = FALSE)),
#                   envir = .GlobalEnv)
#
#             names(sr_2010_Current) <- c("INDEX_NR",
#                                         "OPID",
#                                         "OPERATOR",
#                                         "ATYPE",
#                                         "AMA",
#                                         "AMO",
#                                         "EMA",
#                                         "EMO",
#                                         "AC_CLASS",
#                                         "AC_MASS",
#                                         "NUM_ENGS",
#                                         "TYPE_ENG",
#                                         "ENG_1_POS",
#                                         "ENG_2_POS",
#                                         "ENG_3_POS",
#                                         "ENG_4_POS",
#                                         "REG",
#                                         "FLT",
#                                         "REMAINS_COLLECTED",
#                                         "REMAINS_SENT",
#                                         "INCIDENT_DATE",
#                                         "INCIDENT_MONTH",
#                                         "INCIDENT_YEAR",
#                                         "TIME_OF_DAY",
#                                         "TIME",
#                                         "AIRPORT_ID",
#                                         "AIRPORT",
#                                         "STATE",
#                                         "FAAREGION",
#                                         "ENROUTE",
#                                         "RUNWAY",
#                                         "LOCATION",
#                                         "HEIGHT",
#                                         "SPEED",
#                                         "DISTANCE",
#                                         "PHASE_OF_FLT",
#                                         "DAMAGE",
#                                         "STR_RAD",

```

---

---

```

# "DAM_RAD",
# "STR_WINDSHLD",
# "DAM_WINDSHLD",
# "STR_NOSE",
# "DAM_NOSE",
# "STR_ENG1",
# "DAM_ENG1",
# "STR_ENG2",
# "DAM_ENG2",
# "STR_ENG3",
# "DAM_ENG3",
# "STR_ENG4",
# "DAM_ENG4",
# "INGESTED",
# "STR_PROP",
# "DAM_PROP",
# "STR_WING_ROT",
# "DAM_WING_ROT",
# "STR_FUSE",
# "DAM_FUSE",
# "STR_LG",
# "DAM_LG",
# "STR_TAIL",
# "DAM_TAIL",
# "STR_LGHTS",
# "DAM_LGHTS",
# "STR_OTHER",
# "DAM_OTHER",
# "OTHER_SPECIFY",
# "EFFECT",
# "EFFECT_OTHER",
# "SKY",
# "PRECIP",
# "SPECIES_ID",
# "SPECIES",
# "BIRDS_SEEN",
# "BIRDS_STRUCK",
# "SIZE",
# "WARNED",
# "COMMENTS",
# "REMARKS",
# "AOS",
# "COST_REPAIRS",
# "COST_OTHER",
# "COST_REPAIRS_INFL_ADJ",
# "COST_OTHER_INFL_ADJ",
# "REPORTED_NAME",
# "REPORTED_TITLE",
# "REPORTED_DATE",
# "SOURCE",
# "PERSON",
# "NR_INJURIES",
# "NR_FATALITIES",
# "LUPDATE",

```

---

---

```

#                                     "TRANSFER",
#                                     "INDICATED_DAMAGE")
#
#     }
#
#     #STRIKE_REPORTS_BASH --> contains only military data, not required
#
#
#     if (i >= 1990 && i <= 1999) {
#         dataOfWholeYear <- sr_1990_1999[INCIDENT_YEAR == i]
#     }
#     else if (i >= 2000 && i <= 2009) {
#         dataOfWholeYear <- sr_2000_2009[INCIDENT_YEAR == i]
#     }
#     else if (i >= 2010 && i <= 2019) {
#         dataOfWholeYear <- sr_2010_Current[INCIDENT_YEAR == i]
#     }
#
#     saveRDS(dataOfWholeYear, file = RDSFile)
#     message(RDSFileName, " created.")
#
#     #free up memory
#     rm(dataOfWholeYear)
#     rm(list = ls(pattern = "sr_*"))
#     gc()
#
#     }
#     else {
#         message(RDSFileName,
#                 " exists, no further action is required.")
#     }
#
# } #end of "for (i in startYear:endYear)"
#
# }
#
# #'
# #' \code{onTimeFlightPerformanceDataSetMergeByYear} merges the flight data
# #' into RDS files by year, so that working with the data would not consume
# #' all the memory of the running environment
# #'
# #' @examples
# #' onTimeFlightPerformanceDataSetMergeByYear()
# #'
# onTimeFlightPerformanceDataSetMergeByYear <- function() {
#     dataDir <- getDataDir()
#     startYear <- getStartYear()
#     endYear <- getEndYear()
#     startMonth <- getStartMonth()
#     endMonth <- getEndMonth()
#
#     for (i in startYear:endYear){
#
#         RDSFileName <- paste(i,

```

---

---

```

#           "_On_Time_On_Time_Performance_01_Orig.rds",
#           sep = "")
#
# RDSFile <- paste(dataDir,
#                 "/",
#                 RDSFileName,
#                 sep = "")
#
# #Create the RDS files only if they do not exist yet
# if (file.exists(RDSFile) != TRUE){
#
#   for (j in startMonth:endMonth){
#
#     variableName <- paste("On_Time_On_Time_Performance_",
#                           i,
#                           "_",
#                           j,
#                           sep = "")
#
#     unzippedFileName <- paste(variableName,
#                               ".csv",
#                               sep = "")
#
#     unzippedFile <- paste(dataDir,
#                           "/",
#                           unzippedFileName,
#                           sep = "")
#
#     assign(variableName,
#            data.table(read.csv(unzippedFile,
#                               header = TRUE)))
#
#     if (j == startMonth){
#       dataOfWholeYear <- get(variableName)
#       rm(list = ls(pattern = "On_Time_On_Time_Performance*"))
#       gc()
#     }
#     else {
#       dataOfWholeYear <- rbindlist(list(dataOfWholeYear,
#                                         get(variableName)))
#       rm(list = ls(pattern = "On_Time_On_Time_Performance*"))
#       gc()
#     }
#
#   } #end of "for (j in startMonth:endMonth)"
#
#   saveRDS(dataOfWholeYear, file = RDSFile)
#   message(RDSFileName," created.")
#
#   #free up memory
#   rm(dataOfWholeYear)
#   gc()
#
# }

```

---

---

```

#     else {
#         message(RDSFileName,
#                 " exists, no further action is required.")
#     }
# } #end of "for (i in startYear:endYear)"
# }

# #'
# #' \code{ExploreWildLifeStrikeDataSet} creates the inputs
# #' for the Data Exploration Report based on the WildLife
# #' strike data set
# #'
# #' @param createPNG boolean
# #' Flag to decide to create the PNG images or not
# #'
# #' @examples
# #' ExploreWildLifeStrikeDataSet(FALSE)
# #'
# ExploreWildLifeStrikeDataSet <- function(createPNG) {
#
#     dataDir <- getDataDir()
#     startYear <- getStartYear()
#     endYear <- getEndYear()
#
#     dataSummary <- data.table(
#         dataYear = character(),
#         numberOfRecords = integer(),
#         factorOPID = integer(),
#         factorATYPE = integer(),
#         factorAC_CLASS = integer(),
#         factorAC_MASS = integer(),
#         factorTYPE_ENG = integer(),
#         factorTIME_OF_DAY = integer(),
#         factorAIRPORT_ID = integer(),
#         factorSTATE = integer(),
#         factorPHASE_OF_FLT = integer(),
#         factorSKY = integer(),
#         factorPRECIP = integer(),
#         factorWARNED = integer()
#     )
#
#     dataSummaryState <- data.table(
#         state = character()
#     )
#
#     for (i in startYear:endYear){
#         RDSFileName <- paste(i,
#                               "_Animal_Strikes_01_Orig.rds",
#                               sep = "")
#
#         RDSFile <- paste(dataDir,
#                           "/",

```

---

---

```

#           RDSFileName,
#           sep = "")
#
# if (file.exists(RDSFile) != TRUE){
#   message(RDSFileName,
#           "is not available, ",
#           "please re-run the preparation scripts!")
# } else {
#   #Read the data file into a variable
#   variableName <- paste("AS_", i, sep="")
#   assign(variableName, readRDS(file = RDSFile))
#
#   dataSummary <- rbindlist(
#     list(
#       dataSummary,
#       list(
#         as.character(i),
#         nrow(get(variableName)),
#         length(levels(get(variableName)$OPID)),
#         length(levels(get(variableName)$ATYPE)),
#         length(levels(get(variableName)$AC_CLASS)),
#         length(levels(as.factor(get(variableName)$AC_MASS))),
#         length(levels(get(variableName)$TYPE_ENG)),
#         length(levels(get(variableName)$TIME_OF_DAY)),
#         length(levels(get(variableName)$AIRPORT_ID)),
#         length(levels(get(variableName)$STATE)),
#         length(levels(get(variableName)$PHASE_OF_FLT)),
#         length(levels(get(variableName)$SKY)),
#         length(levels(get(variableName)$PRECIP)),
#         length(levels(get(variableName)$WARNED))
#       )
#     )
#   )
#
#   dataSummaryState <- rbindlist(
#     list(
#       dataSummaryState,
#       unique(get(variableName)[,"STATE"], by = c("STATE"))
#     )
#   )
#
#   if (createPNG == TRUE) {
#     #Save the plots as PNG files
#     saveBarPlotPNG(DataYear = i,
#                     DataSet = "AnimalStrike",
#                     DataField = "AC_CLASS",
#                     DataStage = "01_Orig",
#                     DataObject = table(get(variableName)$AC_CLASS))
#     saveBarPlotPNG(DataYear = i,
#                     DataSet = "AnimalStrike",
#                     DataField = "AC_MASS",
#                     DataStage = "01_Orig",
#                     DataObject = table(get(variableName)$AC_MASS))
#     saveBarPlotPNG(DataYear = i,

```

---

---

```

#           DataSet = "AnimalStrike",
#           DataField = "TYPE_ENG",
#           DataStage = "01_Orig",
#           DataObject = table(get(variableName)$TYPE_ENG))
#   saveBarPlotPNG(DataYear = i,
#                 DataSet = "AnimalStrike",
#                 DataField = "TIME_OF_DAY",
#                 DataStage = "01_Orig",
#                 DataObject = table(get(variableName)$TIME_OF_DAY))
#   saveBarPlotPNG(DataYear = i,
#                 DataSet = "AnimalStrike",
#                 DataField = "PHASE_OF_FLT",
#                 DataStage = "01_Orig",
#                 DataObject = table(get(variableName)$PHASE_OF_FLT))
#   saveBarPlotPNG(DataYear = i,
#                 DataSet = "AnimalStrike",
#                 DataField = "SKY",
#                 DataStage = "01_Orig",
#                 DataObject = table(get(variableName)$SKY))
#   saveBarPlotPNG(DataYear = i,
#                 DataSet = "AnimalStrike",
#                 DataField = "PRECIP",
#                 DataStage = "01_Orig",
#                 DataObject = table(get(variableName)$PRECIP))
#   }
#
#   #Free up the memory
#   rm(list = variableName)
#   rm(variableName)
#   gc()
#
#   } #end of "if (file.exists(RDSFile) != TRUE)"
#
# } #end of "for (i in startYear:endYear)"
#
# RDSEXPFileName <- "01_EXP_Animal_Strikes.rds"
#
# RDSEXPFile <- paste(dataDir,
#                    "/",
#                    RDSEXPFileName,
#                    sep = "")
#
# if (file.exists(RDSEXPFile) != TRUE) {
#   saveRDS(dataSummary, file = RDSEXPFile)
# } else {
#   file.remove(RDSEXPFile)
#   saveRDS(dataSummary, file = RDSEXPFile)
# }
#
# RDSEXPStateFileName <- "01_EXP_Animal_Strikes_States.rds"
#
# RDSEXPStateFile <- paste(dataDir,
#                          "/",

```

---

---

```

#           RDSExpStateFileName,
#           sep = "")
#
# dataSummaryStateFinal <-
#   unique(dataSummaryState[, "state"], by = c("state"))
#
# #dataSummaryStateFinal <- dataSummaryStateFinal[order(state)]
#
# if (file.exists(RDSExpStateFile) != TRUE) {
#   saveRDS(dataSummaryStateFinal, file = RDSExpStateFile)
# } else {
#   file.remove(RDSExpStateFile)
#   saveRDS(dataSummaryStateFinal, file = RDSExpStateFile)
# }
#
#
# }
# #'
# #' \code{ExploreOnTimeFlightPerformanceDataSet} creates
# #' the inputs for the Data Exploration Report based on
# #' the Flight data set
# #'
# #' @param createPNG boolean
# #' Flag to decide to create the PNG images or not
# #'
# #' @examples
# #' ExploreOnTimeFlightPerformanceDataSet(FALSE)
# #'
# ExploreOnTimeFlightPerformanceDataSet <- function(createPNG) {
#
#   dataDir <- getDataDir()
#   startYear <- getStartYear()
#   endYear <- getEndYear()
#
#   dataSummary <- data.table(
#     dataYear = character(),
#     numberOfRecords = integer(),
#     factorCarrier = integer(),
#     factorOrigin = integer(),
#     factorOriginState = integer(),
#     factorDest = integer(),
#     factorDestState = integer(),
#     factorDepTimeBlk = integer(),
#     factorDistanceGroup = integer()
#   )
#
#   dataSummaryOriginState <- data.table(
#     originState = character(),
#     originStateName = character()
#   )
#
#   dataSummaryDestState <- data.table(
#     destState = character(),

```

---



---

```

#     destStateName = character()
# )
#
# for (i in startYear:endYear){
#     RDSFileName <- paste(i,
#                           "_On_Time_On_Time_Performance_01_Orig.rds",
#                           sep = "")
#
#     RDSFile <- paste(dataDir,
#                      "/",
#                      RDSFileName,
#                      sep = "")
#
#     if (file.exists(RDSFile) != TRUE){
#         message(RDSFileName,
#                 "is not available, ",
#                 "please re-run the preparation scripts!")
#     } else {
#         #Read the data file into a variable
#         variableName <- paste("FP_", i, sep="")
#         assign(variableName, readRDS(file = RDSFile))
#
#         dataSummary <- rbindlist(
#             list(
#                 dataSummary,
#                 list(as.character(i),
#                     nrow(get(variableName)),
#                     length(levels(get(variableName)$Carrier)),
#                     length(levels(get(variableName)$Origin)),
#                     length(levels(get(variableName)$OriginState)),
#                     length(levels(get(variableName)$Dest)),
#                     length(levels(get(variableName)$DestState)),
#                     length(levels(get(variableName)$DepTimeBlk)),
#                     length(levels(as.factor(get(variableName)$DistanceGroup)))
#                 )
#             )
#         )
#
#         dataSummaryOriginState <- rbindlist(
#             list(
#                 dataSummaryOriginState,
#                 unique(get(variableName)[,c("OriginState",
#                                              "OriginStateName")],
#                       by = c("OriginState",
#                             "OriginStateName"))
#             )
#         )
#
#         dataSummaryDestState <- rbindlist(
#             list(
#                 dataSummaryDestState,
#                 unique(get(variableName)[,c("DestState",
#                                              "DestStateName")],
#                       by = c("DestState",

```

---

---

```

#                                     "DestStateName"))
#
#     )
#
#
#   if (createPNG == TRUE) {
#     #Save the plots as PNG files
#     saveBarPlotPNG(DataYear = i,
#                     DataSet = "FlightData",
#                     DataField = "Carrier",
#                     DataStage = "01_Orig",
#                     DataObject = table(get(variableName)$Carrier))
#
#     saveBarPlotPNG(DataYear = i,
#                     DataSet = "FlightData",
#                     DataField = "DistanceGroup",
#                     DataStage = "01_Orig",
#                     DataObject = table(get(variableName)$DistanceGroup))
#   }
#
#   #Free up the memory
#   rm(list = variableName)
#   rm(variableName)
#   gc()
#
#   } #end of "if (file.exists(RDSFile) != TRUE)"
#
# } #end of "for (i in startYear:endYear)"
#
# RDSExpFileName <- "02_EXP_Flight_Data.rds"
#
# RDSExpFile <- paste(dataDir,
#                     "/",
#                     RDSExpFileName,
#                     sep = "")
#
# if (file.exists(RDSExpFile) != TRUE) {
#   saveRDS(dataSummary, file = RDSExpFile)
# } else {
#   file.remove(RDSExpFile)
#   saveRDS(dataSummary, file = RDSExpFile)
# }
#
# RDSExpStateFileName <- "02_EXP_Flight_Data_O_States.rds"
#
# RDSExpStateFile <- paste(dataDir,
#                           "/",
#                           RDSExpStateFileName,
#                           sep = "")
#
# dataSummaryOriginState <-
#   unique(dataSummaryOriginState[,c("originState",
#                                     "originStateName")],
#          by = c("originState",
#                 "originStateName"))

```

---

---

```

#
# dataSummaryOriginState <- dataSummaryOriginState[order(originState)]
#
# if (file.exists(RDSExpStateFile) != TRUE) {
#   saveRDS(dataSummaryOriginState, file = RDSExpStateFile)
# } else {
#   file.remove(RDSExpStateFile)
#   saveRDS(dataSummaryOriginState, file = RDSExpStateFile)
# }
#
#
# RDSExpStateFileName <- "02_EXP_Flight_Data_D_States.rds"
#
# RDSExpStateFile <- paste(dataDir,
#                           "/",
#                           RDSExpStateFileName,
#                           sep = "")
#
# dataSummaryDestState <-
#   unique(dataSummaryDestState[,c("destState",
#                                   "destStateName")],
#          by = c("destState",
#                 "destStateName"))
#
# dataSummaryDestState <- dataSummaryDestState[order(destState)]
#
# if (file.exists(RDSExpStateFile) != TRUE) {
#   saveRDS(dataSummaryDestState, file = RDSExpStateFile)
# } else {
#   file.remove(RDSExpStateFile)
#   saveRDS(dataSummaryDestState, file = RDSExpStateFile)
# }
#
#
# }
#
# #'
# #' \code{DescribeWildLifeStrikeDataSet} re-creates the
# #' inputs based on the column selection of the data
# #' verification report
# #'
# #' @examples
# #' DescribeWildLifeStrikeDataSet()
# #'
# DescribeWildLifeStrikeDataSet <- function() {
#
#   dataDir <- getDataDir()
#   startYear <- getStartYear()
#   endYear <- getEndYear()
#
#   for (i in startYear:endYear){
#     RDSFileName <- paste(i,
#                           "_Animal_Strikes_01_Orig.rds",
#                           sep = "")

```

---

---

```

#
#   RDSFile <- paste(dataDir,
#                     "/",
#                     RDSFileName,
#                     sep = "")
#
#   RDSFileNameDescibed <- paste(i,
#                                 "_Animal_Strikes_02_Desc.rds",
#                                 sep = "")
#
#   RDSFileDescibed <- paste(dataDir,
#                             "/",
#                             RDSFileNameDescibed,
#                             sep = "")
#
#   if (file.exists(RDSFile) != TRUE){
#     message(RDSFileName,
#             "is not available, ",
#             "please re-run the preparation scripts!")
#   } else {
#
#     if (file.exists(RDSFileDescibed) == TRUE){
#       message(RDSFileNameDescibed,
#               " exists, no further action is required.")
#     } else {
#
#       #Read the data file into a variable
#       variableName <- paste("AS_", i, sep="")
#       assign(variableName, readRDS(file = RDSFile))
#
#       #set the required column names
#       ColumnNames <- c("INDEX_NR",
#                         "OPID",
#                         "OPERATOR",
#                         "ATYPE",
#                         "AC_CLASS",
#                         "AC_MASS",
#                         "TYPE_ENG",
#                         "REG",
#                         "FLT",
#                         "INCIDENT_DATE",
#                         "INCIDENT_MONTH",
#                         "INCIDENT_YEAR",
#                         "TIME_OF_DAY",
#                         "TIME",
#                         "AIRPORT_ID",
#                         "AIRPORT",
#                         "STATE",
#                         "FAAREGION",
#                         "ENROUTE",
#                         "RUNWAY",
#                         "HEIGHT",
#                         "SPEED",
#                         "DISTANCE",

```

---

---

```

#           "PHASE_OF_FLT",
#           "SKY",
#           "PRECIP",
#           "WARNED")
#
#       #Move reduces data into a new data set
#       describedDataSet <- get(variableName)[, ..ColumnNames]
#
#       saveRDS(describedDataSet, file = RDSFileDescribed)
#
#       #Free up the memory
#       rm(list = variableName)
#       rm(variableName)
#       rm(describedDataSet)
#       gc()
#
#       } #end of "if (file.exists(RDSFileDescribed) == TRUE)"
#
#       } #end of "if (file.exists(RDSFile) != TRUE)"
#
#   } #end of "for (i in startYear:endYear)"
#
# }
#
# #'
# #' \code{DescribeOnTimeFlightPerformanceDataSet} re-creates the
# #' inputs based on the column selection of the data
# #' verification report
# #'
# #' @examples
# #' DescribeOnTimeFlightPerformanceDataSet()
# #'
# DescribeOnTimeFlightPerformanceDataSet <- function() {
#
#   dataDir <- getDataDir()
#   startYear <- getStartYear()
#   endYear <- getEndYear()
#
#   for (i in startYear:endYear){
#     RDSFileName <- paste(i,
#                           "_On_Time_On_Time_Performance_01_Orig.rds",
#                           sep = "")
#
#     RDSFile <- paste(dataDir,
#                      "/",
#                      RDSFileName,
#                      sep = "")
#
#     RDSFileNameDescribed <- paste(i,
#                                   "_On_Time_On_Time_Performance_02_Desc.rds",
#                                   sep = "")
#
#     RDSFileDescribed <- paste(dataDir,
#                               "/",

```

---

---

```

#                                     RDSFileNameDescibed,
#                                     sep = "")
#
# if (file.exists(RDSFile) != TRUE){
#   message(RDSFileName,
#           " is not available, ",
#           "please re-run the preparation scripts!")
# } else {
#
#   if (file.exists(RDSFileDescibed) == TRUE){
#     message(RDSFileNameDescibed,
#             " exists, no further action is required.")
#   } else {
#
#     #Read the data file into a variable
#     variableName <- paste("AS_", i, sep="")
#     assign(variableName, readRDS(file = RDSFile))
#
#     #set the required column names
#     ColumnNames <- c("Year",
#                      "Quarter",
#                      "Month",
#                      "DayofMonth",
#                      "DayOfWeek",
#                      "FlightDate",
#                      "Carrier",
#                      "FlightNum",
#                      "Origin",
#                      "OriginCityName",
#                      "OriginState",
#                      "OriginStateName",
#                      "Dest",
#                      "DestCityName",
#                      "DestState",
#                      "DestStateName",
#                      "CRSDepTime",
#                      "DepTimeBlk",
#                      "CRSArrTime",
#                      "ArrTimeBlk",
#                      "CRSElapsedTime",
#                      "Distance",
#                      "DistanceGroup")
#
#     #Move reduces data into a new data set
#     describedDataSet <- get(variableName)[, ..ColumnNames]
#
#     saveRDS(describedDataSet, file = RDSFileDescibed)
#
#     #Free up the memory
#     rm(list = variableName)
#     rm(variableName)
#     rm(describedDataSet)
#     gc()

```

---

---

```

#
#     } #end of "if (file.exists(RDSFileDescibed) == TRUE)"
#
#     } #end of "if (file.exists(RDSFile) != TRUE)"
#
# } #end of "for (i in startYear:endYear)"
#
# }
# #'
# #' \code{SelectWildLifeStrikeDataSet} executes the identified
# #' exclusions and inclusions in the data set validation report
# #'
# #' @examples
# #' SelectWildLifeStrikeDataSet()
# #'
# SelectWildLifeStrikeDataSet <- function() {
#
#     dataDir <- getDataDir()
#     startYear <- getStartYear()
#     endYear <- getEndYear()
#
#     for (i in startYear:endYear){
#         RDSFileName <- paste(i,
#                               "_Animal_Strikes_02_Desc.rds",
#                               sep = "")
#
#         RDSFile <- paste(dataDir,
#                          "/",
#                          RDSFileName,
#                          sep = "")
#
#         RDSFileNameSelected <- paste(i,
#                                      "_Animal_Strikes_03_Sel.rds",
#                                      sep = "")
#
#         RDSFileSelected <- paste(dataDir,
#                                  "/",
#                                  RDSFileNameSelected,
#                                  sep = "")
#
#         if (file.exists(RDSFile) != TRUE){
#             message(RDSFileName,
#                     "is not available, ",
#                     "please re-run the preparation scripts!")
#         } else {
#
#             if (file.exists(RDSFileSelected) == TRUE){
#                 message(RDSFileNameSelected,
#                         " exists, no further action is required.")
#             } else {
#
#                 #Read the data file into a variable

```

---

---

```

#         variableName <- paste("AS_", i, sep="")
#         assign(variableName, readRDS(file = RDSFile))
#
#         #OPID column selection
#         selectedDataSet <- get(variableName)[!OPID %in% c("PVT",
#                                                         "BUS",
#                                                         "GOV",
#                                                         "MIL",
#                                                         "UNKC",
#                                                         "UNK"),]
#
#         #AC_CLASS selection
#         selectedDataSet <- selectedDataSet[!AC_CLASS %in% c("B",
#                                                             "C",
#                                                             "D",
#                                                             "F",
#                                                             "I",
#                                                             "J",
#                                                             "Y",
#                                                             "Z",
#                                                             ""),]
#
#         #TYPE_ENG selection
#         selectedDataSet <- selectedDataSet[!TYPE_ENG %in% c("E",
#                                                             "F",
#                                                             ""),]
#
#         #STATE selection
#         selectedDataSet <- selectedDataSet[STATE %in% getStates(),]
#
#         #AC_MASS resetting
#         selectedDataSet$AC_MASS <- as.factor(selectedDataSet$AC_MASS)
#
#         #Resetting the factors of the data table
#         selectedDataSet[] <-
#           lapply(selectedDataSet,
#                 function(x) if(is.factor(x)) factor(x) else x)
#
#         saveRDS(selectedDataSet, file = RDSFileSelected)
#
#         #Free up the memory
#         rm(list = variableName)
#         rm(variableName)
#         gc()
#
#       } #end of "if (file.exists(RDSFileSelected) == TRUE)"
#
#     } #end of "if (file.exists(RDSFile) != TRUE)"
#
#   } #end of "for (i in startYear:endYear)"
#
# }
# #'
# #' \code{SelectOnTimeFlightPerformanceDataSet} executes the identified

```

---



---

```

# #' exclusions and inclusions in the data set validation report
# #'
# #' @examples
# #' SelectOnTimeFlightPerformanceDataSet()
# #'
# SelectOnTimeFlightPerformanceDataSet <- function() {
#
#   dataDir <- getDataDir()
#   startYear <- getStartYear()
#   endYear <- getEndYear()
#
#   for (i in startYear:endYear){
#
#     RDSFileName <- paste(i,
#                           "_On_Time_On_Time_Performance_02_Desc.rds",
#                           sep = "")
#
#     RDSFile <- paste(dataDir,
#                      "/",
#                      RDSFileName,
#                      sep = "")
#
#     RDSFileNameSelected <- paste(i,
#                                   "_On_Time_On_Time_Performance_03_Sel.rds",
#                                   sep = "")
#
#     RDSFileSelected <- paste(dataDir,
#                               "/",
#                               RDSFileNameSelected,
#                               sep = "")
#
#     if (file.exists(RDSFile) != TRUE){
#       message(RDSFileName,
#               "is not available, ",
#               "please re-run the preparation scripts!")
#     } else {
#
#       if (file.exists(RDSFileSelected) == TRUE){
#         message(RDSFileNameSelected,
#                 " exists, no further action is required.")
#       } else {
#
#         #Read the data file into a variable
#         variableName <- paste("FP_", i, sep="")
#         assign(variableName, readRDS(file = RDSFile))
#
#         if (i == 2016) {
#           selectedDataSet <- get(variableName)[Month < 5,]
#         } else {
#           selectedDataSet <- get(variableName)
#         }
#
#         #OriginState selection

```

---

---

```

#         selectedDataSet <- selectedDataSet[OriginState %in% getStates(),]
#
#         #DestState selection
#         selectedDataSet <- selectedDataSet[DestState %in% getStates(),]
#
#         #DistanceGroup resetting
#         selectedDataSet$DistanceGroup <- as.factor(selectedDataSet$DistanceGroup)
#
#         #Resetting the factors of the data table
#         selectedDataSet[] <-
#             lapply(selectedDataSet,
#                     function(x) if(is.factor(x)) factor(x) else x)
#
#         saveRDS(selectedDataSet, file = RDSFileSelected)
#
#         #Free up the memory
#         rm(list = variableName)
#         rm(variableName)
#         gc()
#
#     } #end of "if (file.exists(RDSFileSelected) == TRUE)"
#
# } #end of "if (file.exists(RDSFile) != TRUE)"
#
# } #end of "for (i in startYear:endYear)"
#
# }
#
# #'
# #' \code{CleanupWildLifeStrikeDataSet} cleans up the data
# #' set quality issues based on the data quality report
# #' findings and creates secondary exploration report for
# #' comparism purposes
# #'
# #' @param createPNG boolean
# #' Flag to decide to create the PNG images or not
# #'
# #' @examples
# #' CleanupWildLifeStrikeDataSet()
# #'
# CleanupWildLifeStrikeDataSet <- function(createPNG) {
#
#     dataDir <- getDataDir()
#     startYear <- getStartYear()
#     endYear <- getEndYear()
#
#     dataSummary <- data.table(
#         dataYear = character(),
#         numberOfRecords = integer(),
#         factorOPID = integer(),
#         factorATYPE = integer(),
#         factorAC_CLASS = integer(),
#         factorAC_MASS = integer(),
#         factorTYPE_ENG = integer(),

```

---

---

```

#     factorTIME_OF_DAY = integer(),
#     factorAIRPORT_ID = integer(),
#     factorSTATE = integer(),
#     factorPHASE_OF_FLT = integer(),
#     factorSKY = integer(),
#     factorPRECIP = integer(),
#     factorWARNED = integer()
# )
#
# for (i in startYear:endYear){
#   RDSFileName <- paste(i,
#                         "_Animal_Strikes_03_Sel.rds",
#                         sep = "")
#
#   RDSFile <- paste(dataDir,
#                    "/",
#                    RDSFileName,
#                    sep = "")
#
#   RDSFileNameCleaned <- paste(i,
#                                "_Animal_Strikes_04_Cle.rds",
#                                sep = "")
#
#   RDSFileCleaned <- paste(dataDir,
#                            "/",
#                            RDSFileNameCleaned,
#                            sep = "")
#
#   if (file.exists(RDSFile) != TRUE){
#     message(RDSFileName,
#             "is not available, ",
#             "please re-run the preparation scripts!")
#   } else {
#
#     if (file.exists(RDSFileCleaned) == TRUE){
#       message(RDSFileNameCleaned,
#               " exists, no further action is required.")
#     } else {
#
#       #Read the data file into a variable
#       variableName <- paste("AS_", i, sep="")
#       assign(variableName, readRDS(file = RDSFile))
#
#       cleanedDataSet <- get(variableName)
#
#       #Convert the factor characters to uppercase
#       cleanedDataSet[] <-
#         lapply(cleanedDataSet,
#                function(x) if(is.factor(x))
#                           as.factor(toupper(as.character(x))) else x)
#
#       #Change values to plural
#       cleanedDataSet[SKY == "SOME CLOUD", SKY:= "SOME CLOUDS"]
#       cleanedDataSet[SKY == "NO CLOUD", SKY:= "NO CLOUDS"]

```

---

---

```

#
#   #populate empty factors to none for selected columns
#   cleanedDataSet[TIME_OF_DAY == "", TIME_OF_DAY:= "NONE"]
#   cleanedDataSet[PHASE_OF_FLT == "", PHASE_OF_FLT:= "NONE"]
#   cleanedDataSet[SKY == "", SKY:= "NONE"]
#   cleanedDataSet[PRECIP == "", PRECIP:= "NONE"]
#   cleanedDataSet[WARNED == "", WARNED:= "NONE"]
#
#   #change engine type
#   cleanedDataSet[TYPE_ENG == "A/C", TYPE_ENG:= "A"]
#   cleanedDataSet[TYPE_ENG == "B/D", TYPE_ENG:= "B"]
#
#   #Resetting the factors of the data table
#   cleanedDataSet[] <-
#       lapply(cleanedDataSet,
#               function(x) if(is.factor(x)) factor(x) else x)
#
#   dataSummary <- rbindlist(
#       list(
#           dataSummary,
#           list(as.character(i),
#               nrow(cleanedDataSet),
#               length(levels(cleanedDataSet$OPID)),
#               length(levels(cleanedDataSet$ATYPE)),
#               length(levels(cleanedDataSet$AC_CLASS)),
#               length(levels(cleanedDataSet$AC_MASS)),
#               length(levels(cleanedDataSet$TYPE_ENG)),
#               length(levels(cleanedDataSet$TIME_OF_DAY)),
#               length(levels(cleanedDataSet$AIRPORT_ID)),
#               length(levels(cleanedDataSet$STATE)),
#               length(levels(cleanedDataSet$PHASE_OF_FLT)),
#               length(levels(cleanedDataSet$SKY)),
#               length(levels(cleanedDataSet$PRECIP)),
#               length(levels(cleanedDataSet$WARNED))
#           )
#       )
#   )
#
#   if (createPNG == TRUE) {
#
#       #Save the plots as PNG files
#       saveBarPlotPNG(DataYear = i,
#                       DataSet = "AnimalStrike",
#                       DataField = "AC_CLASS",
#                       DataStage = "04_Cleaned",
#                       DataObject = table(cleanedDataSet$AC_CLASS))
#       saveBarPlotPNG(DataYear = i,
#                       DataSet = "AnimalStrike",
#                       DataField = "AC_MASS",
#                       DataStage = "04_Cleaned",
#                       DataObject = table(cleanedDataSet$AC_MASS))
#       saveBarPlotPNG(DataYear = i,
#                       DataSet = "AnimalStrike",
#                       DataField = "TYPE_ENG",

```

---

---

```

#           DataStage = "04_Cleaned",
#           DataObject = table(cleanedDataSet$TYPE_ENG))
#       saveBarPlotPNG(DataYear = i,
#           DataSet = "AnimalStrike",
#           DataField = "TIME_OF_DAY",
#           DataStage = "04_Cleaned",
#           DataObject = table(cleanedDataSet$TIME_OF_DAY))
#       saveBarPlotPNG(DataYear = i,
#           DataSet = "AnimalStrike",
#           DataField = "PHASE_OF_FLT",
#           DataStage = "04_Cleaned",
#           DataObject = table(cleanedDataSet$PHASE_OF_FLT))
#       saveBarPlotPNG(DataYear = i,
#           DataSet = "AnimalStrike",
#           DataField = "SKY",
#           DataStage = "04_Cleaned",
#           DataObject = table(cleanedDataSet$SKY))
#       saveBarPlotPNG(DataYear = i,
#           DataSet = "AnimalStrike",
#           DataField = "PRECIP",
#           DataStage = "04_Cleaned",
#           DataObject = table(cleanedDataSet$PRECIP))
#   }
#
#   saveRDS(cleanedDataSet, file = RDSFileCleaned)
#
#   #Free up the memory
#   rm(list = variableName)
#   rm(variableName)
#   gc()
#
#   } #end of "if (file.exists(RDSFileCleaned) == TRUE)"
#
#   } #end of "if (file.exists(RDSFile) != TRUE)"
#
# } #end of "for (i in startYear:endYear)"
#
# RDSEXPFileName <- "03_CLEANED_Animal_Strikes.rds"
#
# RDSEXPFile <- paste(dataDir,
#                     "/",
#                     RDSEXPFileName,
#                     sep = "")
#
# if (file.exists(RDSEXPFile) != TRUE) {
#   saveRDS(dataSummary, file = RDSEXPFile)
# } else {
#   file.remove(RDSEXPFile)
#   saveRDS(dataSummary, file = RDSEXPFile)
# }
#
# }

```

---

---

```

# #'
# #' \code{CleanupOnTimeFlightPerformanceDataSet} cleans up
# #' the data set quality issues based on the data quality
# #' report findings and creates secondary exploration
# #' report for comparism purposes
# #'
# #' @param createPNG boolean
# #' Flag to decide to create the PNG images or not
# #'
# #' @examples
# #' CleanupOnTimeFlightPerformanceDataSet()
# #'
# CleanupOnTimeFlightPerformanceDataSet <- function(createPNG) {
#
#   dataDir <- getDataDir()
#   startYear <- getStartYear()
#   endYear <- getEndYear()
#
#   dataSummary <- data.table(
#     dataYear = character(),
#     numberOfRecords = integer(),
#     factorCarrier = integer(),
#     factorOrigin = integer(),
#     factorOriginState = integer(),
#     factorDest = integer(),
#     factorDestState = integer(),
#     factorDepTimeBlk = integer(),
#     factorDistanceGroup = integer()
#   )
#
#   for (i in startYear:endYear){
#     RDSFileName <- paste(i,
#                           "_On_Time_On_Time_Performance_03_Sel.rds",
#                           sep = "")
#
#     RDSFile <- paste(dataDir,
#                      "/",
#                      RDSFileName,
#                      sep = "")
#
#     RDSFileNameCleaned <- paste(i,
#                                 "_On_Time_On_Time_Performance_04_Cle.rds",
#                                 sep = "")
#
#     RDSFileCleaned <- paste(dataDir,
#                             "/",
#                             RDSFileNameCleaned,
#                             sep = "")
#
#     if (file.exists(RDSFile) != TRUE){
#       message(RDSFileName,
#               "is not available, ",
#               "please re-run the preparation scripts!")
#     } else {

```

---

---

```

#
#   if (file.exists(RDSFileCleaned) == TRUE){
#       message(RDSFileNameCleaned,
#               " exists, no further action is required.")
#   } else {
#
#       #Read the data file into a variable
#       variableName <- paste("FP_", i, sep="")
#       assign(variableName, readRDS(file = RDSFile))
#
#
#       cleanedDataSet <- get(variableName)
#
#
#       #Resetting the factors of the data table
#       cleanedDataSet[] <-
#           lapply(cleanedDataSet,
#                 function(x) if(is.factor(x)) factor(x) else x)
#
#       dataSummary <- rbindlist(
#           list(
#               dataSummary,
#               list(as.character(i),
#                   nrow(cleanedDataSet),
#                   length(levels(cleanedDataSet$Carrier)),
#                   length(levels(cleanedDataSet$Origin)),
#                   length(levels(cleanedDataSet$OriginState)),
#                   length(levels(cleanedDataSet$Dest)),
#                   length(levels(cleanedDataSet$DestState)),
#                   length(levels(cleanedDataSet$DepTimeBlk)),
#                   length(levels(cleanedDataSet$DistanceGroup))
#               )
#           )
#       )
#
#       if (createPNG == TRUE) {
#
#           #Save the plots as PNG files
#           saveBarPlotPNG(DataYear = i,
#                         DataSet = "FlightData",
#                         DataField = "Carrier",
#                         DataStage = "04_Cleaned",
#                         DataObject = table(cleanedDataSet$Carrier))
#
#           saveBarPlotPNG(DataYear = i,
#                         DataSet = "FlightData",
#                         DataField = "DistanceGroup",
#                         DataStage = "04_Cleaned",
#                         DataObject = table(cleanedDataSet$DistanceGroup))
#       }
#
#       saveRDS(cleanedDataSet, file = RDSFileCleaned)
#
#       #Free up the memory

```

---

---

```

#         rm(list = variableName)
#         rm(variableName)
#         gc()
#
#     } #end of "if (file.exists(RDSFileCleaned) == TRUE)"
#
# } #end of "if (file.exists(RDSFile) != TRUE)"
#
# } #end of "for (i in startYear:endYear)"
#
RDSExpFileName <- "03_CLEANED_Flight_Data.rds"
#
RDSExpFile <- paste(dataDir,
#                     "/",
#                     RDSExpFileName,
#                     sep = "")
#
# if (file.exists(RDSExpFile) != TRUE) {
#     saveRDS(dataSummary, file = RDSExpFile)
# } else {
#     file.remove(RDSExpFile)
#     saveRDS(dataSummary, file = RDSExpFile)
# }
#
# }
#
# #'
# #' \code{AirportDataSetDataPreparation} based on the configuration
# #' items checks if the airport data set file has been:
# #' - downloaded
# #' - saved as an R object
# #'
# #' @examples
# #' AirportDataSetDataPreparation()
# #'
# AirportDataSetDataPreparation <- function() {
#
#     dataDir <- getDataDir()
#     sourceFile <- paste(dataDir, "NfdcFacilities.xls", sep = "/")
#     destFile <- paste(dataDir, "NfdcFacilities.csv", sep = "/")
#
#     method="auto"
#
#     #if the file exists then do not download again
#     if (file.exists(sourceFile) != TRUE) {
#         message("Please download the airport data set file.")
#     } else
#     {
#         RDSFileName <- "04_ORIG_Airport.rds"
#
#         RDSFile <- paste(dataDir,
# #                         "/",
# #                         RDSFileName,
# #                         sep = "")

```

---



---

```

#
#   #copy and rename the file
#   file.copy(sourceFile, destFile, overwrite = TRUE)
#
#   DT <- data.table(read.delim(destFile))
#
#   saveRDS(DT, file = RDSFile)
#   message(RDSFileName, " created.")
#
# } #end of "if (file.exists(sourceFile) != TRUE)"
#
# }
# #'
# #' \code{DescribeAirportDataSet} re-creates the
# #' inputs based on the column selection of the data
# #' verification report
# #'
# #' @examples
# #' DescribeAirportDataSet()
# #'
# DescribeAirportDataSet <- function() {
#
#   dataDir <- getDataDir()
#   startYear <- getStartYear()
#   endYear <- getEndYear()
#
#   RDSFileName <- "04_ORIG_Airport.rds"
#
#   RDSFile <- paste(dataDir,
#                     "/",
#                     RDSFileName,
#                     sep = "")
#
#   RDSFileNameDescibed <- "05_DESC_Airport.rds"
#
#   RDSFileDescibed <- paste(dataDir,
#                             "/",
#                             RDSFileNameDescibed,
#                             sep = "")
#
#   if (file.exists(RDSFile) != TRUE){
#     message(RDSFileName,
#             "is not available, ",
#             "please re-run the preparation scripts!")
#   } else {
#
#     if (file.exists(RDSFileDescibed) == TRUE){
#       message(RDSFileNameDescibed,
#               " exists, no further action is required.")
#     } else {
#
#       #Read the data file into a variable
#       originalDataSet <- readRDS(file = RDSFile)

```

---

---

```

#
#   #set the required column names
#   ColumnNames <- c("Type",
#                     "LocationID",
#                     "Region",
#                     "State",
#                     "StateName",
#                     "City",
#                     "FacilityName",
#                     "IcaoIdentifier")
#
#   #Move reduces data into a new data set
#   describedDataSet <- originalDataSet[, ..ColumnNames]
#
#   saveRDS(describedDataSet, file = RDSFileDescibed)
#
#   } #end of "if (file.exists(RDSFileDescibed) == TRUE)"
#
# } #end of "if (file.exists(RDSFile) != TRUE)"
#
# }
#
# #'
# #' \code{SelectAirportDataSet} executes the identified
# #' exclusions and inclusions in the data set validation report
# #'
# #' @examples
# #' SelectAirportDataSet()
# #'
# SelectAirportDataSet <- function() {
#
#   dataDir <- getDataDir()
#
#   RDSFileName <- "05_DESC_Airport.rds"
#
#   RDSFile <- paste(dataDir,
#                     "/",
#                     RDSFileName,
#                     sep = "")
#
#   RDSFileNameSelected <- "06_SEL_Airport.rds"
#
#   RDSFileSelected <- paste(dataDir,
#                             "/",
#                             RDSFileNameSelected,
#                             sep = "")
#
#   if (file.exists(RDSFile) != TRUE){
#     message(RDSFileName,
#             "is not available, ",
#             "please re-run the preparation scripts!")
#   } else {
#
#
#
#
#
#
#
#
#
#

```

---

---

```

#   if (file.exists(RDSFileSelected) == TRUE){
#       message(RDSFileNameSelected,
#               " exists, no further action is required.")
#   } else {
#
#       #Read the data file into a variable
#       originalDataSet <- readRDS(file = RDSFile)
#
#       #TYPE column selection
#       selectedDataSet <- originalDataSet[Type == "AIRPORT",]
#
#       #STATE selection
#       selectedDataSet <- selectedDataSet[State %in% getStates(),]
#
#       #Resetting the factors of the data table
#       selectedDataSet[] <-
#           lapply(selectedDataSet,
#                   function(x) if(is.factor(x)) factor(x) else x)
#
#       saveRDS(selectedDataSet, file = RDSFileSelected)
#
#   } #end of "if (file.exists(RDSFileSelected) == TRUE)"
#
# } #end of "if (file.exists(RDSFile) != TRUE)"
#
# }
#
# #'
# #' \code{CleanupAirportDataSet} cleans up the data
# #' set quality issues based on the data quality report
# #' findings
# #'
# #' @examples
# #' CleanupAirportDataSet()
# #'
# CleanupAirportDataSet <- function() {
#
#   dataDir <- getDataDir()
#
#   RDSFileName <- "06_SEL_Airport.rds"
#
#   RDSFile <- paste(dataDir,
#                     "/",
#                     RDSFileName,
#                     sep = "")
#
#   RDSFileNameCleaned <- "07_CLE_Airport.rds"
#
#   RDSFileCleaned <- paste(dataDir,
#                            "/",
#                            RDSFileNameCleaned,
#                            sep = "")
#
#   if (file.exists(RDSFile) != TRUE){

```

---

---

```

#       message(RDSFileName,
#               "is not available, ",
#               "please re-run the preparation scripts!")
#   } else {
#
#       if (file.exists(RDSFileCleaned) == TRUE){
#           message(RDSFileNameCleaned,
#                   " exists, no further action is required.")
#       } else {
#
#           #Read the data file into a variable
#           originalDataSet <- readRDS(file = RDSFile)
#
#           cleanedDataSet <- originalDataSet
#           cleanedDataSet$LocationID <- cleanedDataSet[,sub('.',
#                                                             "",
#                                                             LocationID)]
#
#           #Resetting the factors of the data table
#           cleanedDataSet[] <-
#               lapply(cleanedDataSet,
#                     function(x) if(is.factor(x)) factor(x) else x)
#
#           saveRDS(cleanedDataSet, file = RDSFileCleaned)
#
#       } #end of "if (file.exists(RDSFileCleaned) == TRUE)"
#
#   } #end of "if (file.exists(RDSFile) != TRUE)"
#
# }

# Warning in readLines("../90-UserDefinedFunctions.R"): incomplete final line
# found on '../90-UserDefinedFunctions.R'

# #'
# #' \code{loadLibraries} checks if the required libraries are
# #' - installed and
# #' - loaded
# #' if not, the it installs (if required) and loads them.
# #'
# #' @examples
# #' loadLibraries()
# #'
# loadLibraries <- function() {
#   if (!require(installr)) {install.packages("installr"); require(installr)}
#   if (!require(RODBC)) {install.packages("RODBC"); require(RODBC)}
#   if (!require(knitr)) {install.packages("knitr"); require(knitr)}
#   if (!require(data.table)) {install.packages("data.table"); require(data.table)}
#   if (!require(dplyr)) {install.packages("dplyr"); require(dplyr)}
#   if (!require(dtplyr)) {install.packages("dtplyr"); require(dtplyr)}
#   if (!require(ggplot2)) {install.packages("ggplot2"); require(ggplot2)}
#   if (!require(ReporteRs)) {install.packages("ReporteRs"); require(ReporteRs)}
#   if (!require(yaml)) {install.packages("yaml"); require(yaml)}
#   if (!require(png)) {install.packages("png"); require(png)}
#   if (!require(grid)) {install.packages("grid"); require(grid)}

```

---

---

```

#   if (!require(pander)) {install.packages("pander"); require(pander)}
#
#   #update R
#   updateR(TRUE)
#
#   #update MiKTeX packages
#   #system("mpm --update --quiet")
#
#   #require(lattice)
#   #require(ggplot2movies)
#   #require(latticeExtra)
# }
#
#
# #'
# #' \code{versionDetails} provides details about the running environment
# #'
# #' @return text with the versions of R, RStudio, and used packages
# #'
# #' @examples
# #' versionDetails()
# #'
# versionDetails <- function() {
#
#   cat(paste(
#     "R Studio version 1.0.143\n\n",
#     version$version.string, " ", version$`svn rev`, "\n\n",
#     "Package versions:\n",
#     "- RODBC version ", packageVersion("RODBC"), "\n",
#     "- knitr version ", packageVersion("knitr"), "\n",
#     "- data.table version ", packageVersion("data.table"), "\n",
#     "- dplyr version ", packageVersion("dplyr"), "\n",
#     "- dtplyr version ", packageVersion("dtplyr"), "\n",
#     "- ReporteRs version ", packageVersion("ReporteRs"), "\n",
#     "- ReporteRsjars version ", packageVersion("ReporteRsjars"), "\n",
#     "- installr version ", packageVersion("installr"), "\n",
#     "- stringr version ", packageVersion("stringr"), "\n",
#     "- ggplot2 version ", packageVersion("ggplot2"), "\n",
#     "- yaml version ", packageVersion("yaml"), "\n",
#     "- png version ", packageVersion("png"), "\n",
#     "- grid version ", packageVersion("grid"), "\n",
#     "- pander version ", packageVersion("pander"), "\n\n",
#     "Base package versions:\n",
#     "- stats version ", packageVersion("stats"), "\n",
#     "- graphics version ", packageVersion("graphics"), "\n",
#     "- grDevices version ", packageVersion("grDevices"), "\n",
#     "- utils version ", packageVersion("utils"), "\n",
#     "- datasets version ", packageVersion("datasets"), "\n",
#     "- methods version ", packageVersion("methods"), "\n",
#     "- base version ", packageVersion("base"), sep="")
#   )
# }
#
#
# #'

```

---

---

```

# #' \code{versionDetailsMiKTeX} provides details about the running
# #' environment
# #'
# #' @return text with the versions of MiKTeX
# #'
# #' @examples
# #' versionDetailsMiKTeX()
# #'
# versionDetailsMiKTeX <- function() {
#   cat(system("mpm --version", intern = TRUE), sep = '\n')
# }
#
#
# #'
# #' \code{versionDetailsMiKTeXPackages} provides details about the
# #' running environment
# #'
# #' @return text with the versions of the installed MiKTeX packages
# #'
# #' @examples
# #' versionDetailsMiKTeXPackages()
# #'
# versionDetailsMiKTeXPackages <- function() {
#   cat(system("mpm --list", intern = TRUE), sep = '\n')
# }
#
#
# #'
# #' \code{readConfigFile} reads the YAML config file into a global
# #' environment variable
# #'
# #' @param a boolean
# #' The YAML config file is in the working directory or in the parent
# #' directory (i.e. one directory above)
# #'
# #' @examples
# #' readConfigFile(TRUE)
# #'
# readConfigFile <- function(a) {
#   vName <- "config"
#   if (a == TRUE){
#     assign(vName, yaml.load_file("91-Config.yaml"), envir = .GlobalEnv)
#   }
#   else {
#     assign(vName, yaml.load_file("../91-Config.yaml"), envir = .GlobalEnv)
#   }
# }
#
#
# #'
# #' \code{getMainDir} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the maindir configuration item

```

---

---

```

# #'
# #' @examples
# #' getMainDir()
# #'
# getMainDir <- function() {
#   return(config$directories$maindir)
# }
#
#
# #'
# #' \code{getBackupDir} provides the value of the specific
# #' configuration item and creates the directory if it does
# #' not exist
# #'
# #' @return the value of the backupdir configuration item
# #'
# #' @examples
# #' getBackupDir()
# #'
# getBackupDir <- function() {
#   backupdir <- config$directories$backupdir
#   subdir <- Sys.Date()
#   returnvalue <- file.path(backupdir, subdir)
#
#   if (!file.exists(returnvalue)){
#     dir.create(returnvalue)
#     dir.create(file.path(returnvalue, "Documents"))
#   }
#   return(returnvalue)
# }
#
#
# #'
# #' \code{getDocDir} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the documents configuration item
# #'
# #' @examples
# #' getDocDir()
# #'
# getDocDir <- function() {
#   return(config$directories$documents)
# }
#
#
# #'
# #' \code{getDocInputDir} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the documentinput configuration item
# #'
# #' @examples
# #' getDocInputDir()

```

---

---

```

# #'
# getDocInputDir <- function() {
#   return(config$directories$documentinput)
# }
#
#
# #'
# #' \code{getDocOutputDir} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the documentoutput configuration item
# #'
# #' @examples
# #' getDocOutputDir()
# #'
# getDocOutputDir <- function() {
#   return(config$directories$documentoutput)
# }
#
#
# #'
# #' \code{getDataDir} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the datasets configuration item
# #'
# #' @examples
# #' getDataDir()
# #'
# getDataDir <- function() {
#   return(config$directories$datasets)
# }
#
#
# #'
# #' \code{getStartYear} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the startyear configuration item
# #'
# #' @examples
# #' getStartYear()
# #'
# getStartYear <- function() {
#   return(config$years$startyear)
# }
#
#
# #'
# #' \code{getEndYear} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the endyear configuration item
# #'

```

---



---

```

# #' @examples
# #' getEndYear()
# #'
# getEndYear <- function() {
#   return(config$years$endyear)
# }
#
#
# #'
# #' \code{getStartMonth} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the startmonth configuration item
# #'
# #' @examples
# #' getStartMonth()
# #'
# getStartMonth <- function() {
#   return(config$months$startmonth)
# }
#
#
# #'
# #' \code{getEndMonth} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the endmonth configuration item
# #'
# #' @examples
# #' getEndMonth()
# #'
# getEndMonth <- function() {
#   return(config$months$endmonth)
# }
#
#
# #'
# #' \code{backupFiles} makes a copy of the most important
# #' files to a safe location set by the YAML configuration
# #' file
# #'
# #' @examples
# #' backupFiles()
# #'
# backupFiles <- function() {
#   #Main directory files
#   filesMain <- list.files(getMainDir(), full.names = TRUE)
#   file.copy(filesMain, getBackupDir(), overwrite = TRUE)
#   #Documents folder
#   filesDocuments <- list.files(getDocDir(), full.names = TRUE)
#   file.copy(filesDocuments,
#             file.path(getBackupDir(),
#                       "Documents"),
#             overwrite = TRUE)

```

---

---

```

# }
#
#
# #'
# #' \code{getWData} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the wildlife configuration item
# #'
# #' @examples
# #' getWData()
# #'
# getWData <- function() {
#   return(config$sources$wildlife)
# }
#
#
# #'
# #' \code{getFData} provides the value of the specific
# #' configuration item
# #'
# #' @return the value of the flightdata configuration item
# #'
# #' @examples
# #' getFData()
# #'
# getFData <- function() {
#   return(config$sources$flightdata)
# }
#
#
# #'
# #' \code{removeDataSetVariables} removes the data set variables
# #' from the memory and calls the garbage collection to free up
# #' memory - currently disabled
# #'
# #' @examples
# #' removeDataSetVariables()
# #'
# removeDataSetVariables <- function() {
#   # rm(list = ls(pattern = "On_Time_On_Time_Performance*",
#   #   #       envir = .GlobalEnv),
#   #   #   envir = .GlobalEnv)
#   # rm(list = ls(pattern = "sr_*",
#   #   #       envir = .GlobalEnv),
#   #   #   envir = .GlobalEnv)
#   # gc()
# }
#
#
# #'
# #' \code{loadSourceCodeFunctions} makes the functions created
# #' in different R files available for further use and process
# #' management

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# #'
# #' @examples
# #' loadSourceCodeFunctions()
# #'
# loadSourceCodeFunctions <- function() {
#   source("01-WildLiveStrikeDataSetDataPreparation.R")
#   source("02-OnTimeFlightPerformanceDataSetDataPreparation.R")
#   source("03-WildLifeStrikeDataSetSplitByYear.R")
#   source("04-OnTimeFlightPerformanceDataSetMergeByYear.R")
#   source("05-ExploreWildLifeStrikeDataSet.R")
#   source("06-ExploreOnTimeFlightPerformanceDataSet.R")
#   source("07-DescribeWildLifeStrikeDataSet.R")
#   source("08-DescribeOnTimeFlightPerformanceDataSet.R")
#   source("09-SelectWildLifeStrikeDataSet.R")
#   source("10-SelectOnTimeFlightPerformanceDataSet.R")
#   source("11-CleanupWildLifeStrikeDataSet.R")
#   source("12-CleanupOnTimeFlightPerformanceDataSet.R")
#   source("13-AirportDataSetDataPreparation.R")
#   source("14-DescribeAirportDataSet.R")
#   source("15-SelectAirportDataSet.R")
#   source("16-CleanupAirportDataSet.R")
#
#   #source("17-DeriveAirportAttributes.R")
# }
#
#
# #'
# #' \code{saveBarPlotPNG} saves the required bar plot based on
# #' the details in the YAML config file
# #'
# #' @param DataYear integer
# #' The year of the data set being used for the plot
# #'
# #' @param DataSet string
# #' The name of the data set the plot is being created from
# #'
# #' @param DataField string
# #' The name of the data field the plot is being created from
# #'
# #' @param DataStage string
# #' The name of the stage of the data
# #'
# #' @param DataObject object
# #' The data object to create the plot
# #'
# #' @examples
# #' saveBarPlotPNG(1990, "Animal Strike", DT)
# #'
# saveBarPlotPNG <- function(DataYear, DataSet, DataField, DataStage, DataObject) {
#   currentWorkingDir <- getwd()
#   setwd(getDocInputDir())
#   targetFileName <- paste(DataYear,
#                             " ",
#                             DataSet,

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#             " ",
#             DataField,
#             " ",
#             DataStage,
#             ".png",
#             sep="")
# png(
#   targetFileName, #File name, no directory!
#   units = "px", #units are in pixels
#   width = 300, #width of the plot in px (should be the same as the height)
#   height = 300, #height of the plot in px (should be the same as the width)
#   res = 72 #nominal resolution in ppi (pixels per inch)
# )
#
# #barplot(DataObject)
# barplot(DataObject,
#   horiz = TRUE,
#   col = "lightblue",
#   main = paste("Data distribution of\n",
#                 DataField,
#                 " in year ",
#                 DataYear,
#                 sep=""))
#
# dev.off() #flush the plot to the file and close the file
#
# setwd(currentWorkingDir)
# }
#
#
# #'
# #' \code{printTable} prints an rmarkdown table based on the
# #' input variables
# #'
# #' @param Full boolean
# #' Flag to have the full data set or just the first year to print
# #'
# #' @param DataFile string
# #' The name of the RDS data file to load the data from
# #'
# #' @param ColumnNames string list
# #' The name of columns to be extracted from the data table
# #'
# #' @param ColumnTitles string list
# #' The titles the columns should have in the table
# #'
# #' @examples
# #' printTable(
# #'   TRUE,
# #'   "example.rds",
# #'   c("V1", "V2"),
# #'   c("Column1", "Column2")
# #' )
# #'

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# printTable <- function(Full, DataFile, ColumnNames, ColumnTitles) {
#
#   dataDir <- getDataDir()
#
#   RDSExpFile <- paste(dataDir,
#                         "/",
#                         DataFile,
#                         sep = "")
#
#   dataTable <- readRDS(file = RDSExpFile)
#
#   if (Full == TRUE) {
#     kable(dataTable[, ..ColumnNames],
#           col.names = ColumnTitles,
#           align = "c")
#   } else {
#     kable(dataTable[1, ..ColumnNames],
#           col.names = ColumnTitles,
#           align = "c")
#   }
# }
#
# #'
# #' \code{getStates} returns the U.S. state abbreviations
# #'
# #' @examples
# #' getStates()
# #'
# getStates <- function() {
#   return(
#     c(
#       "AL",
#       "AK",
#       "AZ",
#       "AR",
#       "CA",
#       "CO",
#       "CT",
#       "DE",
#       "FL",
#       "GA",
#       "HI",
#       "ID",
#       "IL",
#       "IN",
#       "IA",
#       "KS",
#       "KY",
#       "LA",
#       "ME",
#       "MD",
#       "MA",
#       "MI",

```

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#       "MN",
#       "MS",
#       "MO",
#       "MT",
#       "NE",
#       "NV",
#       "NH",
#       "NJ",
#       "NM",
#       "NY",
#       "NC",
#       "ND",
#       "OH",
#       "OK",
#       "OR",
#       "PA",
#       "RI",
#       "SC",
#       "SD",
#       "TN",
#       "TX",
#       "UT",
#       "VT",
#       "VA",
#       "WA",
#       "WV",
#       "WI",
#       "WY"
#     )
#   )
# }
#
#
# #'
# #' \code{printStates} prints the U.S. state abbreviations and names
# #' in an rmarkdown table
# #'
# #' @examples
# #' printStates()
# #'
# printStates <- function() {
#
#   dataState <- data.table(
#     state = c(
#       "AL",
#       "AK",
#       "AZ",
#       "AR",
#       "CA",
#       "CO",
#       "CT",
#       "DE",
#       "FL",
#       "GA",

```

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```

#      "HI",
#      "ID",
#      "IL",
#      "IN",
#      "IA",
#      "KS",
#      "KY",
#      "LA",
#      "ME",
#      "MD",
#      "MA",
#      "MI",
#      "MN",
#      "MS",
#      "MO"
#  ),
#  stateName = c(
#    "Alabama",
#    "Alaska",
#    "Arizona",
#    "Arkansas",
#    "California",
#    "Colorado",
#    "Connecticut",
#    "Delaware",
#    "Florida",
#    "Georgia",
#    "Hawaii",
#    "Idaho",
#    "Illinois",
#    "Indiana",
#    "Iowa",
#    "Kansas",
#    "Kentucky",
#    "Louisiana",
#    "Maine",
#    "Maryland",
#    "Massachusetts",
#    "Michigan",
#    "Minnesota",
#    "Mississippi",
#    "Missouri"
#  ),
#  e1 = c(
#    " ",
#    " ",
#    " ",
#    " ",
#    " ",
#    " ",
#    " ",
#    " ",
#    " ",
#    " ",
#    " "
#  )

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```

#       "OK",
#       "OR",
#       "PA",
#       "RI",
#       "SC",
#       "SD",
#       "TN",
#       "TX",
#       "UT",
#       "VT",
#       "VA",
#       "WA",
#       "WV",
#       "WI",
#       "WY"
#   ),
#   stateName2 = c(
#     "Montana",
#     "Nebraska",
#     "Nevada",
#     "New Hampshire",
#     "New Jersey",
#     "New Mexico",
#     "New York",
#     "North Carolina",
#     "North Dakota",
#     "Ohio",
#     "Oklahoma",
#     "Oregon",
#     "Pennsylvania",
#     "Rhode Island",
#     "South Carolina",
#     "South Dakota",
#     "Tennessee",
#     "Texas",
#     "Utah",
#     "Vermont",
#     "Virginia",
#     "Washington",
#     "West Virginia",
#     "Wisconsin",
#     "Wyoming"
#   )
# )
#
#   kable(dataState,
#         col.names = c("Abbreviation", "Name", "", "", "Abbreviation", "Name"),
#         align = "c")
#
# }

```

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## References

Shearer, Colin. 2000. "The Crisp-Dm Model - the New Blueprint for Data Mining." *Journal of Data Warehousing* 5 (4): 13–22.