As part of task 1, I have created a dashboard that shows the airlines' trends over the years. This dashboard shows the reality and assumption of the trends. In this, I have selected different charts to show the different data, which is easy to perceive from the audience's perspective.

The first chart shows the airline fatalities in two different periods, 1985- 1999 and 2000-2014. For this, I have selected the clustered column chart to show the different periods. If we observe the graph, some airlines are not yet there in the first period. The airlines with the top fatality rate have decreased over the next period, and the count is unpredictable for the low fatality rate airlines.

For Airline Incidents, I used the Airline safety dataset and drew the graph using a line chart to show the count of incidents and the trend for each airline in two periods (1985- 1999 and 2000-2014). The graph shows the incidents of the majority of the airlines have decreased. Aeroflot airlines recorded the highest number of incidents (76) in the 85-99 period, and it went down to 6 in the 00-14 period. Delta/Northwest airlines maintained the same number of incidents. Saudi Arabian, Pakistan, Southwest, AirIndia, and a few more airlines have a very low increase (2) in their incidents reporting. To quickly address the query of whether flying is safe, I began with this information.

For Fatalities and Hijackings, I have used the Airline Fatalities By Type dataset and demonstrated using the line chart. This graph demonstrates the sharp decline in hijackings and fatalities following the 9/11 terrorist attack in 2001. This shows air travel has become safer in the past two decades.

The next graph shows the top 5 airlines with the most incidents. Aeroflot reported the most, followed by Ethiopian airlines. The updated data makes it abundantly clear which airlines are the worst offenders. These graphs might also clarify some of the media reports. US carriers appear dangerous when they report raw data. However, they are shown to be much safer when adjusted for ASK.

The next graph demonstrates the total airline crashes by year. For this, I have used a donut chart. Over the past few years, the count has decreased by looking at the percentage of crashes in the graph, proving that air travel is safe.

The final graph shows the deaths of airline passengers and the other deaths over two periods, 85-99 and 00-14. The graph demonstrates auto deaths are more than the deaths caused by airlines.

All the above graphs prove that the media is portraying in the wrong direction to the audience, and airline travel is still safer.