

This report presents the data surrounding the safety of flying in 2021, addresses the question: Is flying a risky method of travel in 2021?

The report includes 5 visualizations (subject to further editions). The first graph is a comparison between the two types of results from flight incidents: fatalities and accidents, on an year to year basis. The second two graphs show the difference between fatalities in the year 2020 and 2019, and the percentage of passengers in accidents proportional to the total number of passengers yearly.

#### Fatality v Accident Ratio

The comparison between fatalities and accidents presents the safety/risk of flying in the face of accidents. In other words, what is the risk of survival when accidents do happen? Has the chance of surviving flight accidents increased or decreased throughout the years? This could help determine whether flying as a method of travel is becoming better or worse at responding to emergencies.

The data is inconclusive. From year 1946 to year 2020, the accident to fatality ratio has only seen a slight increase. But the graph also shows some very low fatality rates in 2013 and 2017, and can give a slight impression that the fatality risk has reduced slightly. On a slightly different note, the last decade also contains the second highest fatality ratio years, in 2014.

#### Accident vs Total Passengers Ratio

The second pair of graphs, comparing the two years, shows the sorted order of fatalities in the years 2019 and 2020. Giving a general understanding of the fatality numbers from flying. And the final graph gives a percentage of accidents proportional to total flights in that year. This is necessary because in 2020, travel has decreased to less than half of the year 2019 due to COVID-19.

The data shows that in the year 2019, air traveling has become less accident prone than the previous year. However, the year 2020 saw a 5.7% increase in accident count to total passenger ratio. This is still inconclusive, and cannot prove that air travel has become more dangerous.

I will present to the internal team that the data shows no sign of traveling by flight has become more dangerous. And I will propose plans for increase in marketing strategies to counteract the public fear for risk in flying.