

Using the internal dashboards as general exploratory guides, this latest executive presentation has been developed to assure our leadership that air travel is still one of the safest ways to travel. The data has been curated and updated in such a way that allowed improvements to previous visualizations in the prototype forms on the dashboard, this way they can be directly compared easily to other data that fits this format already. Instead of barcharts to show trends over time, line charts are used to be more clear and allow for better understanding of trends in other datasets upon comparison.

Multiple datasets have also been incorporated in order to enrich the previous data, to show comparisons between everyday driving and air travel. There are some minor improvements that can be made before releasing a full report, and possibly other datasets that may be added. However, rest assured it will only strengthen the message that air travel is one of the safest methods of travel. Any further alteration and updates to the datasets will be documented in following supported documentation, references in the final report, and of course code that is used to build them into a single dataset for visualization and reporting.

Visualization methods and colors are meant to have clear delineations and allow for accessibility for those that may be color deficient. If they are hard to read, intentionally or otherwise, supporting text has been added in an attempt to clarify. For example, there is a pie chart that may be slightly difficult to read to see the total number of airline incidents when compared to the US's motor vehicle incidents count, supporting text has been added since the airlines one is so small.

The general storytelling beats here are that; air travel is safe and has gotten even safer in recent years, there are far more accidents that occur while driving than aviation incidents, so many in comparison that it overwhelms in a pie chart if you compare them, airlines the most traveled airlines as well have very low rates that are trending down, most of these airline incidents that are reported don't have fatalities, and the number of aviation incidents for 2000-2014 is almost equivalent to the number of car wrecks in a moderately high populated county of Indiana's fatal car crashes.