Using more of the lessons learned, and a few new ways to summarize the data, and Infographic that we hope can communicate our message out has been created to show that air travel is still safe. This infographic has been created, the current version is a single PNG that has been created from Tableau dashboard, and can be run across news organizations and other public outlets. It is recommended that if the public outlet wishes to ask more questions about the data or other procedures that went into creating the graphic that they include one of the experts from our group to interview.

The data hasn't required much update in order to improve the original data, but some improvements have been made on the Tableau side in order to allow the visualizations to be made. These improvements would be minor things like adding labels for aggregation and for record identification as subsets from the full collection of data. These may be added in the final products of this project, in order to make visualization easier and more accurate. However, there are no new datasets that have been added, just minor improvements that were required by some of the visualizations that were desired.

The general message is the same, showing the low number of air travel incidents, fatal incidents, fatalities and that they have improved for the most part over time. Then a comparison to the number of incidents of automobile accidents, and a comparison of the number of estimated deaths from both parts of travel using different types of visualization for scale that are likely to be more effective that previous iterations. Something that has been added that is new is showing the distribution of fatalities in both airline travel and automobile accidents using the Austin Police Department data to estimate deaths in the Fatality Analysis Reporting System (FARS). Here the distributions are shown to help support that the automobile fatality to fatal incident numbers are now, basically 1:1, in order to help show the relationship to explain how the estimation is done. It does show that airlines when having a fatal incident occur that they are much more likely to have more fatalities per incident, the number is still very small in comparison to automobile travel.