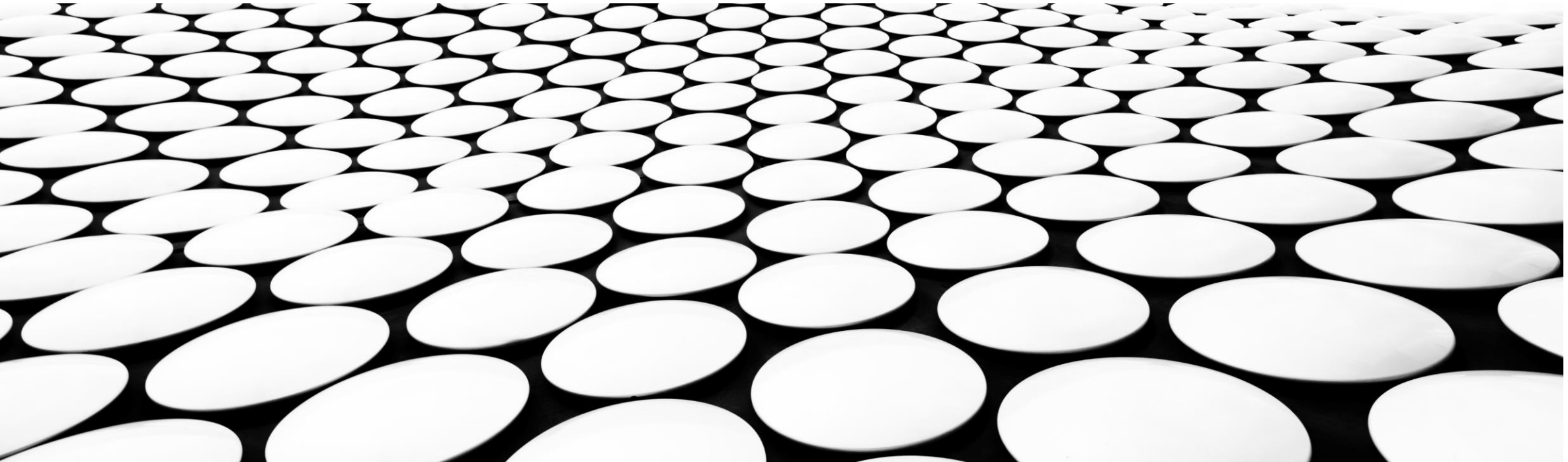

AIRLINE TRAVEL SAFETY

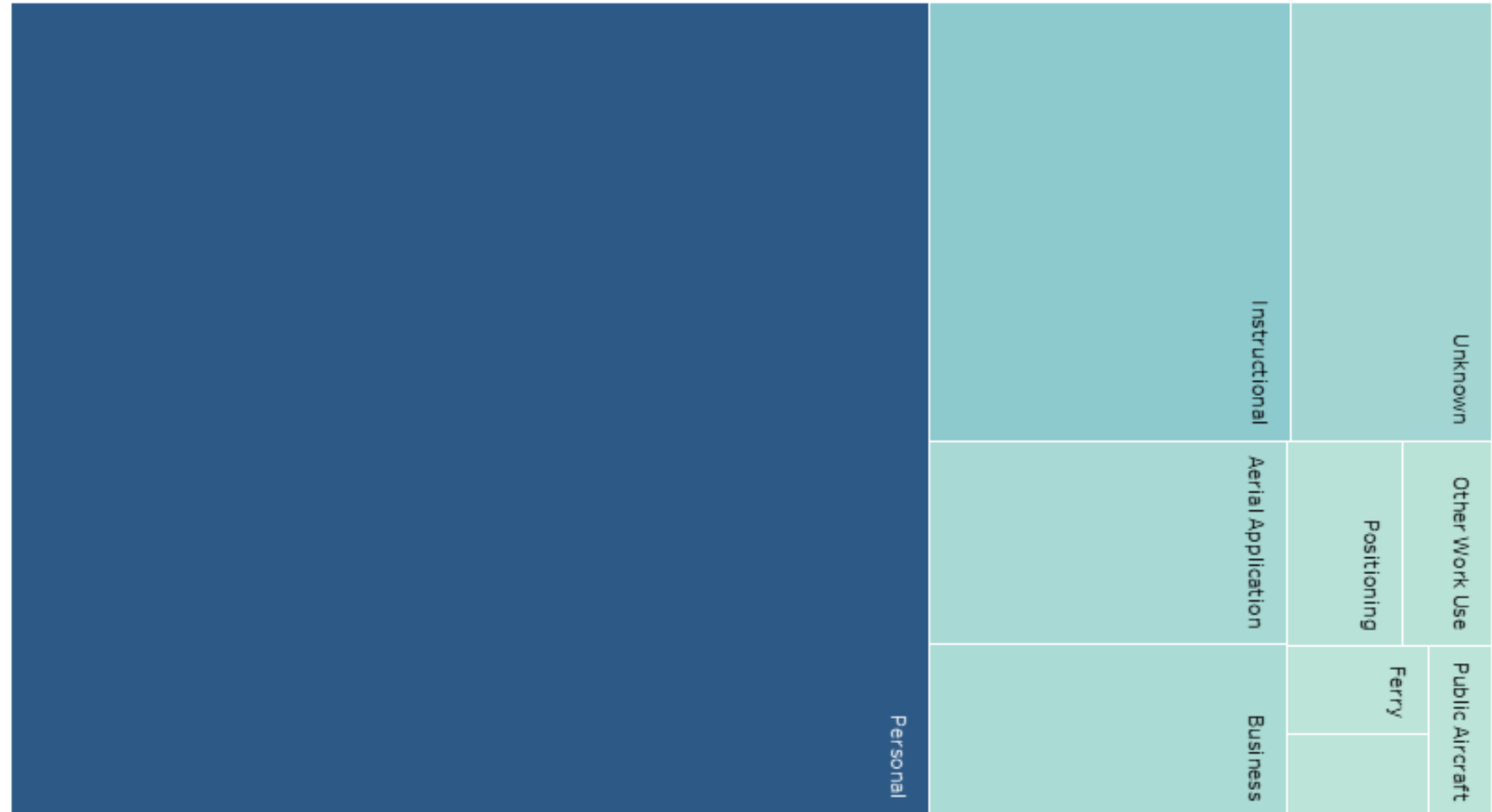
CHRIS GOODWIN



FLIGHT PURPOSES FOR AIRLINE CRASHES

new calculation.
Tree Map of Flight Purposes
This graph looks at the purposes of flights for any airline accidents since 1962

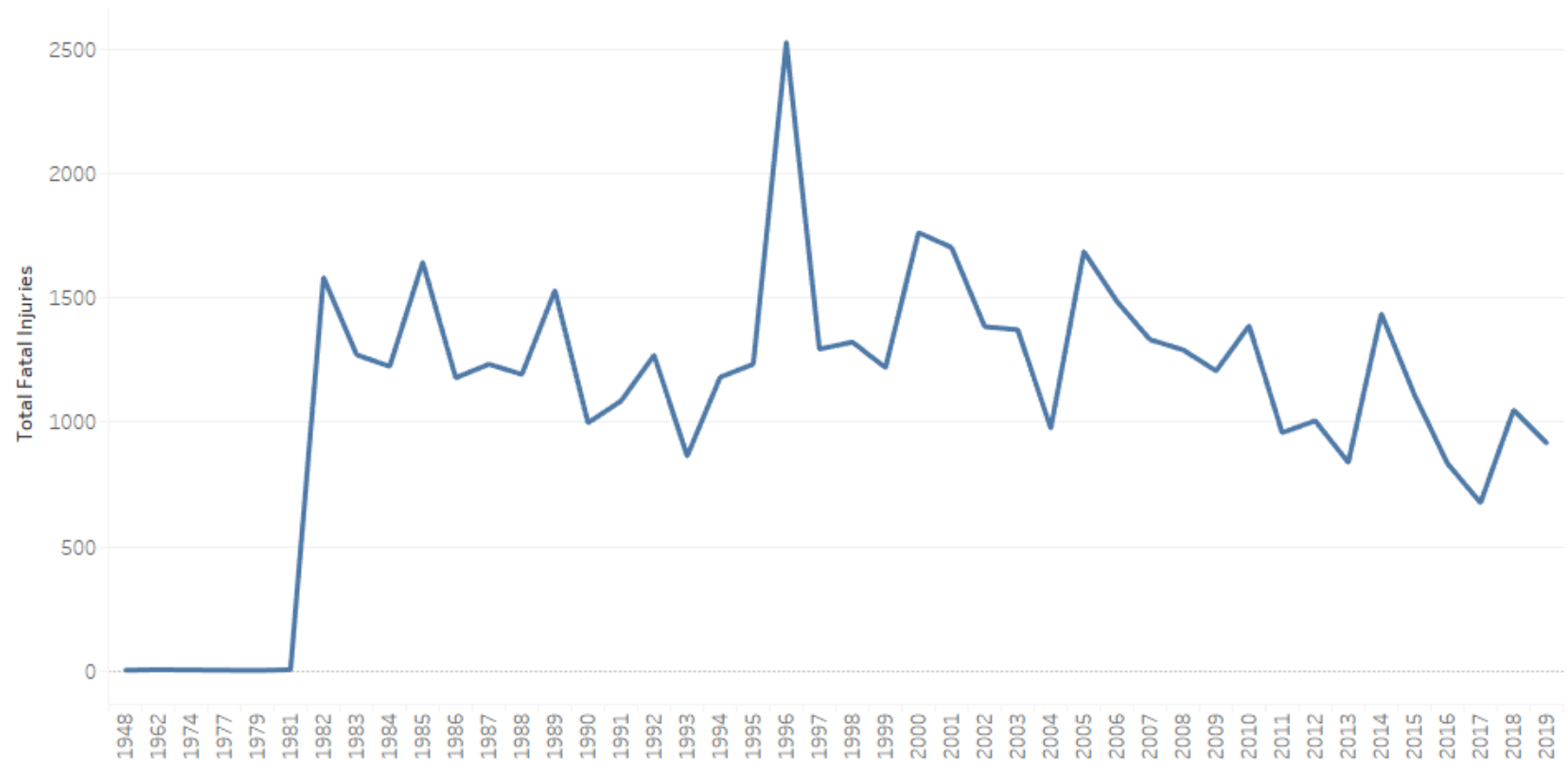
- Majority of accidents occurred during personal flights
- Public Aircraft makes up very small percentage



FATAL INJURIES ARE DECREASING

- Total fatal injuries has been on steady decline over the last 30+ years

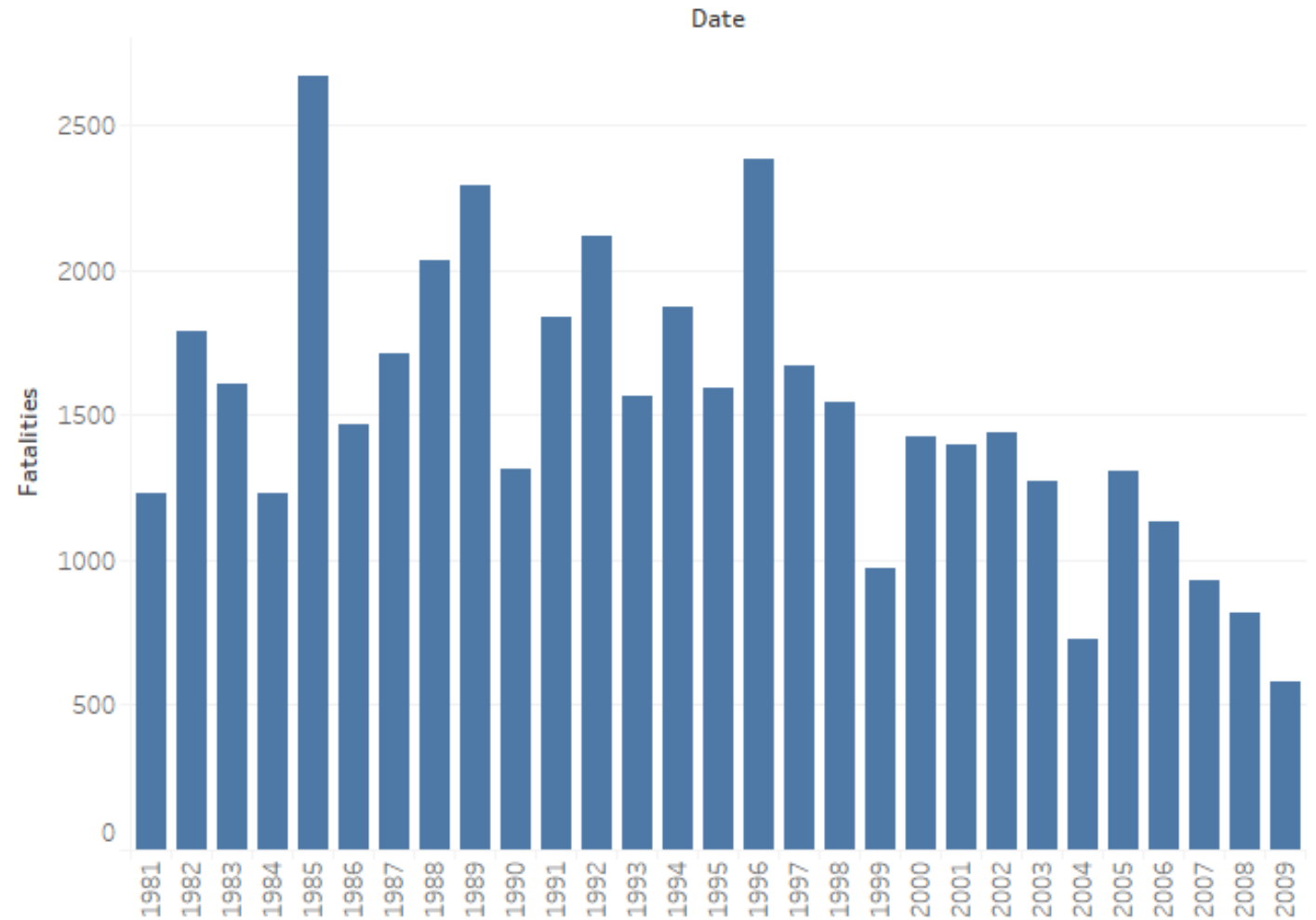
Sum of Total Fatal Injuries by Year



FATAL INJURIES ARE DECREASING

- Additional data source also shows the trend of decline in fatalities
- 2009, the most recent year of data, set the all-time low for airline crash fatalities

Number of Fatalities Per Year



MAJORITY OF CRASHES ARE NON-FATAL

- Vast majority of airline crashes documented were non-fatal

- This could indicate that airline crashes are decreasing in severity

Tree Map of Injury Severity

For airline accidents, grouped non-fatal and fatal accidents

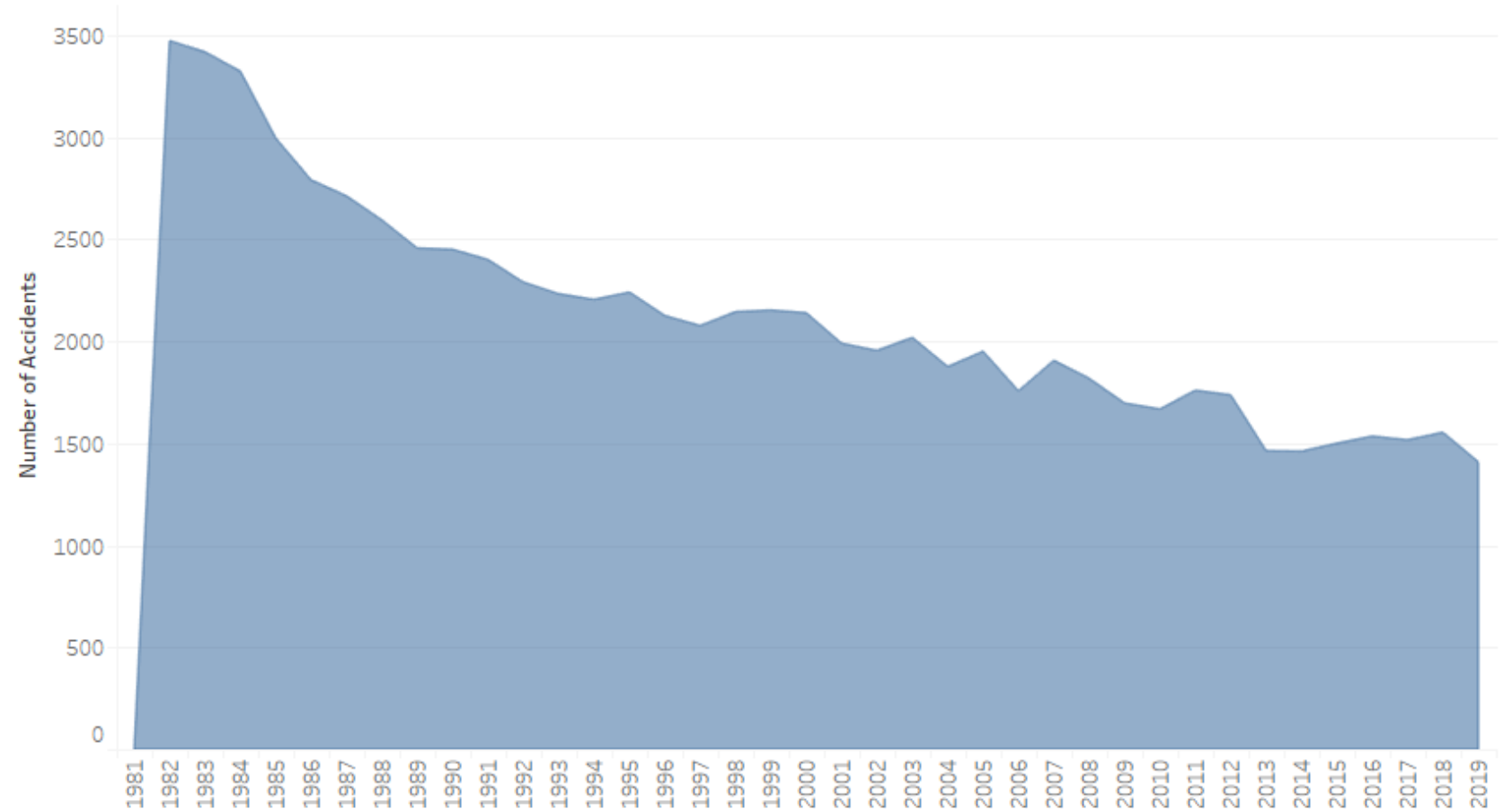


TOTAL ACCIDENTS ARE ON THE DECLINE

- In addition to a decline in fatalities, we also have a decline in overall accidents

- This trend would lead one to believe that air travel is becoming safer

Area Graph of Total Accidents since 1981



FATALITIES PER CARRIER

- Majority of carriers in the top 10 are outside the US, and/or not public airlines

- If I was doing this presentation for Delta or Southwest, I would point out that they are not on this list, and therefore could argue they are safer than American or United

Number of Fatalities Per Carrier

Ten air carriers with highest number of fatalities

