

GLOBAL AIR TRANSPORTATION

1.INTRODUCTION

1.1 OVERVIEW

This Global Air Transportation Network Dataset is a Comprehensive Collection of information on airports ,airlines,airplanes and their routes.

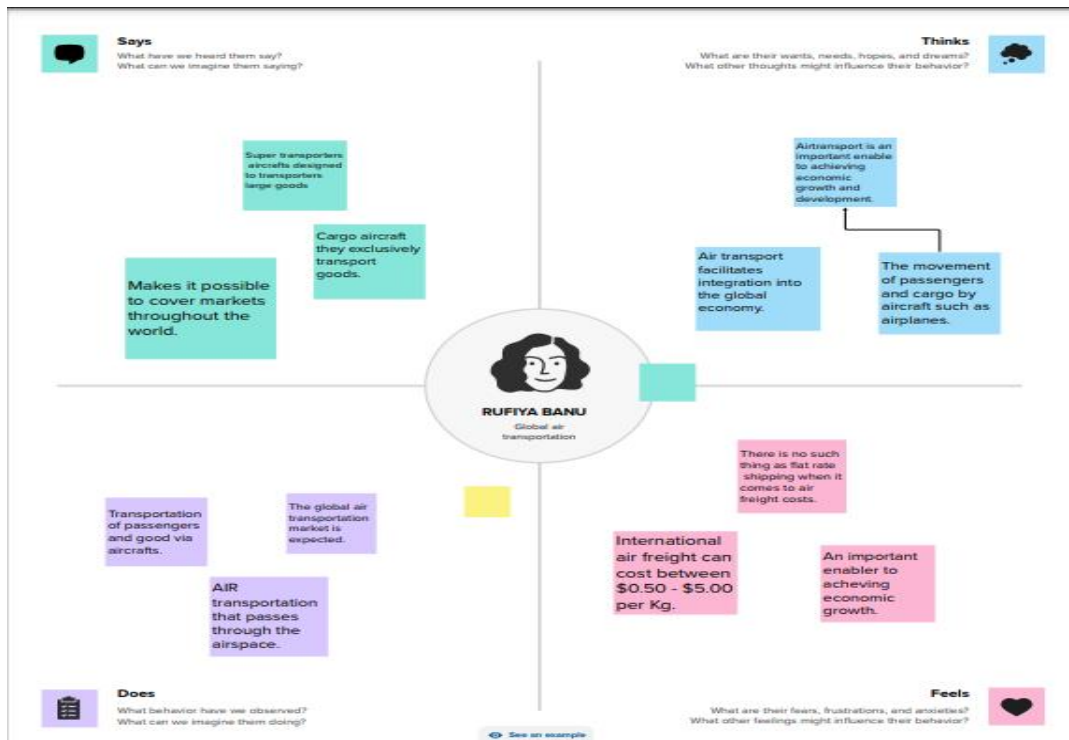
1.2 PURPOSE

It Requires your generous donations in order for them to Keep Updating this data source so please do donate if Possible.

The dataset is intended to help Stakeholders Make informed Decisions Related to Business Growth ,investment, Capacity Planning.

2.PROBLEM DEFINITION AND DESIGN THINKING

2.1 EMPATHY MAP

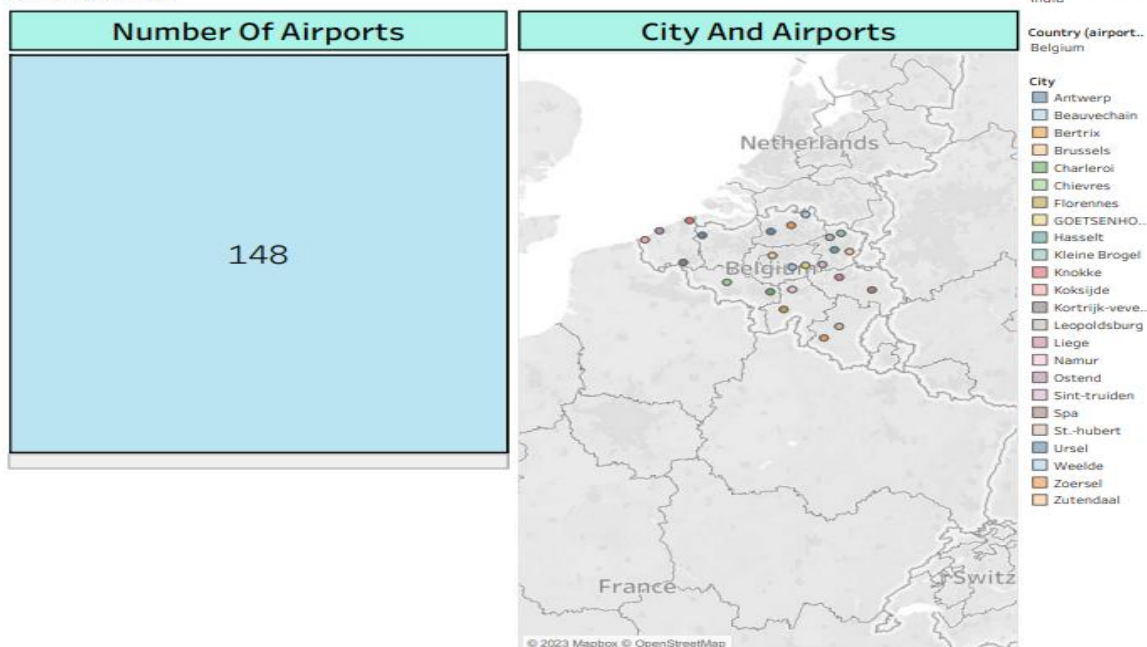


2.2 IDEATION AND BRAINSTORMING MAP

Dashboard 2



Dashboard 3



3.2 STORY

Global Air Transportation Network

World map showing countries with details...	It describing the no. of Airports in country in ...	It describing the no. of Airports in country in ...	Airports at Higher Altitude with in a cou...	Airports at Highest Altitude in World It d...	Airline with a county in this topic it describ...
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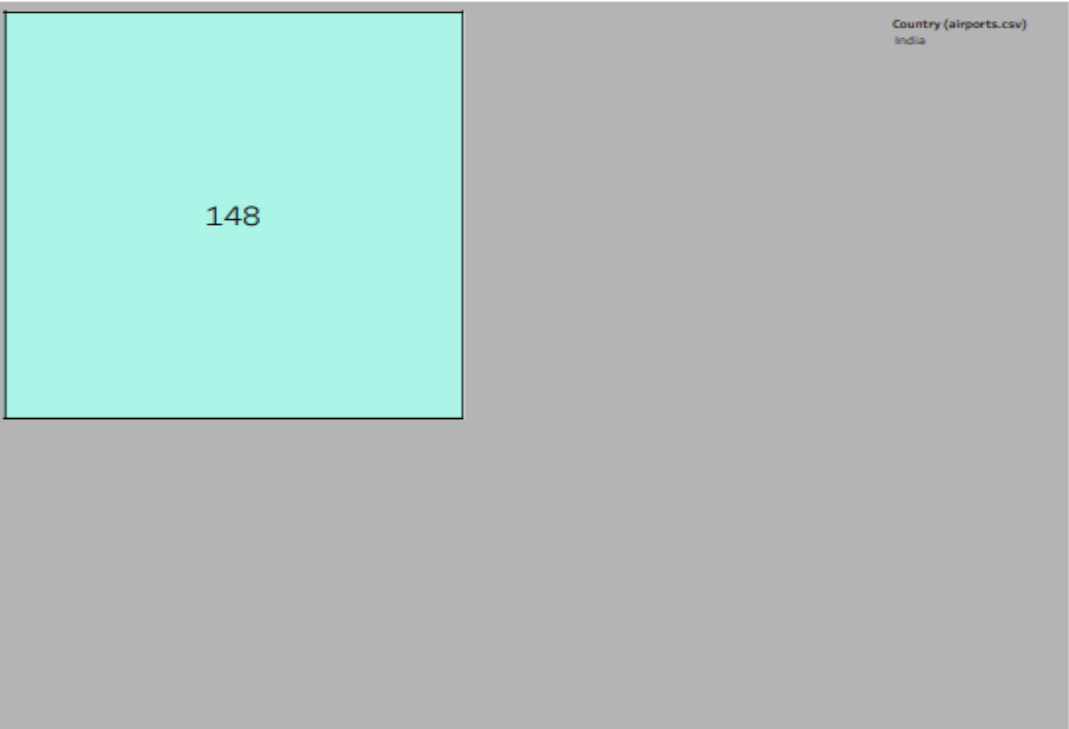
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Index no	Airport Na..	City	ICAO (airpo..		Country (airports.csv)
1	Zaranj Airport	Zaranj	OAZJ	1,572	Afghanistan
	Tarin Kowt Airport	Tarin Kowt	OATN	4,429	
	Shindand Airport	Shindand	OASD	3,773	

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Airport Name	City	ICAO (airpo...	
Daocheng Yading Airport	Daocheng	ZUJC	14,472
Qamdo Bangda Airport	Bangda	ZUBD	14,219
Kangding Airport	Kangding	ZUKD	14,042
Ngari Gunsa Airport	Shiquanhe	ZUJL	14,022
El Alto International Airport	La Paz	SLLP	13,355
Capitan Nicolas Rojas Airport	Potosi	SLPO	12,913
Yushu Batang Airport	Yushu	ZYLS	12,816
Copacabana Airport	Copacabana	SLCC	12,591
Inca Manco Capac International Airport	Juliaca	SPJL	12,552
Golog Maqin Airport	Golog	ZLGL	12,426

Global Air Transportation Network

World map showing countries with details..









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Airline ID	Name	Icao	Callsign		Active
921	Air Greenland	GRL	GREENLAND		<input type="checkbox"/> N <input checked="" type="checkbox"/> Y
1781	Kimber Air	CIM	CIMBER		
1954	DAT Danish Air Transport	DTR	DANISH		Country Denmark
3366	Maersk	Null	Null		Active  Y
4776	Sterling Airlines	SNB	STERLING		
11856	Transavia Denmark	TDK	Null		
17115	Copenhagen Express	CX0	Copex		

4.ADVANTAGES AND DISADVANTAGES

4.1 Advantages of Global Air Transportation

1. High Speed

Air is the type of freight capable of traveling long distances in short periods of time. This makes this model an optimum choice if the client has an urgent need to ship a product or if their freight demands special standards of protection or acclimation. It is the quickest transport mode and is therefore ideal for long-distance transport of goods. It takes less time.

2. Fast Service

Air transportation offers convenient, reliable and fast services of transport. It is considered the cheapest way to ship peregrinated goods. It offers a standard, convenient, reliable and fast service.

3. Send almost everywhere your freight

In regions that are not readily accessible to other modes of transport, air transport is considered to be the only means of transport. Open to all regions, irrespective of land interference. A vast network of airlines covering nearly the whole globe is available for many airlines. This ensures that the package can be sent almost any where.

4. High Standard of Security

High standard of protection with a low risk of robbery and injury. Shipping by air has a high degree of security since airport safety restrictions on cargo are strictly enforced. Tightly controlled airport controls also minimise cargo theft and loss.

5. Natural Route

An aircraft can fly to any location without seeing any natural obstacles or barriers. Since customs formalities are easily compiled. It eliminates the need for more time to seek clearance. Air travel is used for relief operations during earthquakes, floods, accidents, and famines.

6. There is less need for heavy packaging

Air exports, in general, entail less hard packaging than ocean shipments. This ensures you save both time and money by not having to provide extra packaging services.

4.2 Disadvantages of Air Transport

Climate conditions that are adverse: Extreme weather will cause planes to be grounded and airports to close, halting shipments for several days and rendering the service ineffective.

1. Risky

Air travel is the riskiest mode of transport, since there can be considerable losses to goods, customer and crews as a result of a minor crash. Compared to other means of travel, the risks of collisions are higher.

2. Cost

Air travel is considered to be the most expensive means of transportation. The cost of maintaining aircraft is higher and the costs for the building of aerodromes and avions are much higher. That's why air travel is so expensive that it gets beyond ordinary people's grasp.

3. Some Product Limitation

Is a whole variety of materials not suitable for such products, from explosives, gases, batteries, fired solids and liquids, which cannot be shipped by air to name but a few.

4. Capacity for Small Carriage

The aircraft have no room and therefore are not ideal for carriage of voluminous and cheaper materials. As is seen for rails, the load volume cannot be raised.

5. Enormous investment

Air travel calls for enormous spending in aerodrome building and servicing. It also calls for professional, qualified and qualified staff that need a significant investment.

5.APPLICATIONS

Modeling air transport networks aims airline companies to organize their routes in a cost-efficient way and therefore maximize their profits. Air transport network models are also the tool to investigate system robustness. They help to determine weaknesses of the system in case of various kinds of disruptions. Once weaknesses are determined, a substitute node which can support all or part of the traffic load can be identified through the alternative strength for the pair.

An alternative application is modeling human disease networks. Air transport network is used by millions of people every day, therefore it plays key role in the spread of some infections, such as

influenza or [SARS](#). In this sense air transport network is a transmitter similar to [sexual networks](#), which is liable for the spread of AIDS and other sexually transmitted diseases.

6.CONCLUSION

The air transport industry is not only a vital engine of global socio-economic growth but is also of vital importance as a catalyst for economic development in most countries and for many regions within each country.

7.FUTURE SCOPE

The most recent estimates suggest that demand for air transport will increase by an average of 4.3% per annum over the next 20 years. If this growth path is achieved by 2036 the air transport industry will then contribute 15.5 million in direct jobs and \$1.5 trillion of GDP to the world economy