Title: Supporting Documentation for Senior Leaders

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Description: Explanation of data used in presentation/story for senior leaders, link to Github

repository

Actual incidents involving major domestic carriers is so low that they are generally not reported as single years. Aviation Safety Network > ASN Aviation Safety Database (aviation-safety.net)

Globally, using the googledocs data set from http://aviation-safety.net, looking at number of world-wide departures versus flights with fatal accidents from 1970-2020, the former is on a nearly constant upward trajectory, while the latter is moving in the complete opposite direction.

https://docs.google.com/spreadsheets/d/1SDp7p1y6m7N5xD5 fpOkYOrJvd68V7iy6etXy2cetb8/edit#gid =1448957446

Only two North American airlines had more fatalities from 2000-2-14 than from 1985-1989, and one of those was American Airlines, which included 156 deaths on 9/11.

https://github.com/fivethirtyeight/data/tree/master/airline-safety

Other than the attacks of 9/11 in 2001, air travel has been safer than automobile travel (in terms of deaths per 100,000 passenger miles) for years. Auto data is from https://injuryfacts.nsc.org/motor- vehicle/overview/introduction/ Aviation data is from https://www.ntsb.gov/investigations/data/Pages/Data Stats.aspx - Table 5

After 9/11, as people temporarily chose to drive instead of flying, automobile deaths in this country increased by about 2,000 per year. https://data.world/hhaveliw/airplane-crashes-1908-2009 and www.bts/content/us-passenger-miles

Past market rebounds have occurred from one to three years post travel recessionary period. https://www.bts.gov/content/us-passenger-miles

Estimated U.S. air transportation revenue, COVID-19 notwithstanding, shows no signs of slowing. From Service Annual Survey Historical Tables (census.gov) at https://www.census.gov/data/tables/2018/econ/services/sas-naics.html *

*supplemental dataset

Jolene's Github repository:

https://github.com/jobranch2019/DSC640 Airline Safety