

Airlines Safety Comparison

Airlines Safety Comparisons

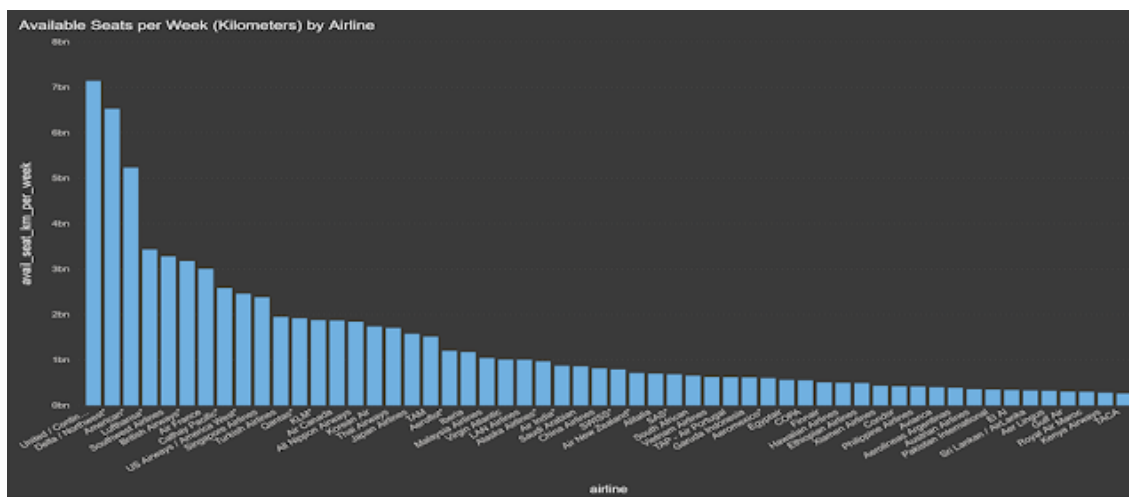


May 03, 2020

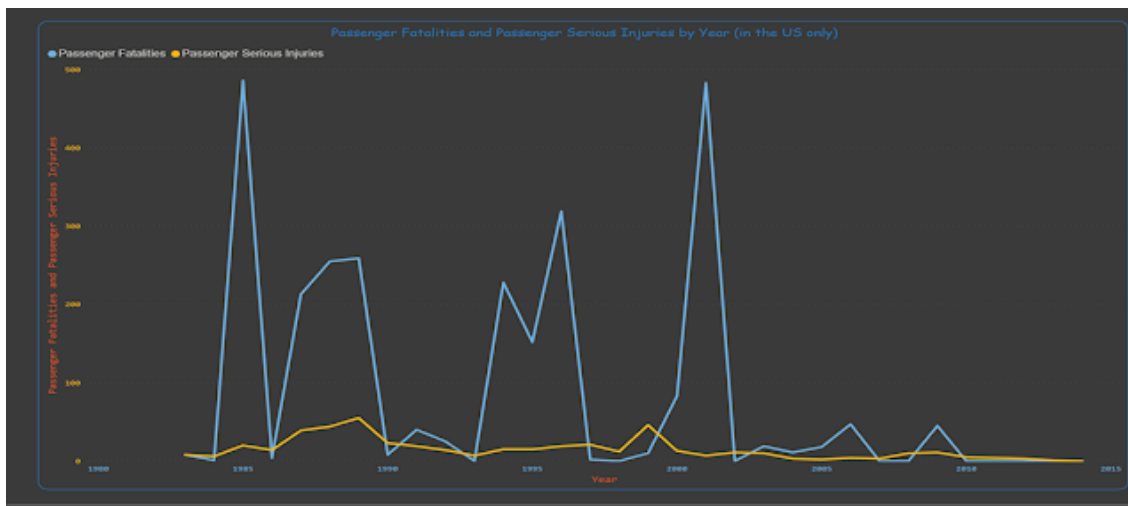
The number of passengers killed in plane crashes increased sharply in 2018, according to new analysis. according to Dutch aviation consulting firm To70 and the Aviation Safety Network, it is recorded that there were more than 500 deaths reducing from passenger airline crashes in 2018, but both groups emphasized that fatal crashes remain rare.

Over the last two decades, aviation deaths around the world have been falling. As recently as 2005, there were 1,015 deaths aboard commercial passenger flights worldwide, the Aviation Safety Network said. Despite the increase, 2018 was still the third safest year ever in terms of the number of fatal accidents and the ninth safest measured by deaths, the Aviation Safety Network said.

The goal of this presentation is to show the enormous progress in terms of safety in the past two decades.



Creating a bar graph representing the available seats per week by airline is a great way to show that having the greatest amount of available seats does not always represent a higher risk when it comes to fatalities or serious incidents.



US Airline Fatalities was used to analyze passenger fatalities and passenger serious injuries for US airlines between 1983 and 2014.

By using this dataset, I concluded that the biggest passenger fatalities were 486 cases in 1985, 319 in 1996, and 483 in 2001.

Dataset 1 - Airline-safety was analyzed by using two comparisons. The first comparison was "Fatal Accidents (2000-2014)" and "Fatal Accidents (1985-1999)", and the second comparison was "Fatalities (2000-2014) and Fatalities (1985-1999)". I also provided a histogram that illustrated the available seats per week by airline. I have concluded that the airlines that have the most available seats per week do not truly have the most fatal accidents nor the most fatalities for both timeframes between 1985-1999 and 2000-2014. For example, Lufthansa has the fourth available seats. It had no fatal accidents nor fatalities between 2000 and 2019. Also, it had one fatal accident and had two fatalities between 1985 and 1999. On the other hand, Alitalia Airlines has one of the lowest available seats. It had 37 fatal accidents and 3109 fatalities between 200-2014. It also had 122 fatal accidents and 6295 fatalities between 1985 and 1999.

Dataset 2 - US Airline Fatalities was used to analyze passenger fatalities and passenger serious injuries for US airlines between 1983 and 2014. By using this dataset, I concluded that the biggest passenger fatalities were 486 cases in 1985, 319 in 1996, and 483 in 2001.

This week is as interesting as the previous one because I was able to use blogger.com to create a blog for my presentation.

Efficient - Instant Conveyance: Compared with verbal communication, visual communication prevails in the efficiency of communication. For example, the bar charts that I created to compare "Fatalities (2000-2014) and Fatalities (1985-1999)", "Fatal Accidents (2000-2014)" and "Fatal Accidents (1985-1999)", and "Incidents (2000-2014) and Incidents (1985-1999)" help the audience find out the airlines that have the highest fatalities, fatal accidents, and incidents. They also help the audience find out the airlines that have the highest fatalities, fatal accidents, and incidents briefly. The reason why I use line charts to compare passenger fatalities and passenger serious injuries for US airlines between 1983 and 2014 is because with an uprising arrow tells audience and any other readers immediately the years when the most passenger fatalities and passenger serious injuries happened. It also clarifies that fatalities were way higher than serious injuries.

Easy - Ease of Understanding: One of the primary advantage visual communication offers is simplicity. Anyone who is reading or analyzing the graphs that I created should be able to understand that "Fatalities (2000-2014) and Fatalities (1985-1999)", "Fatal Accidents (2000-2014)" and "Fatal Accidents (1985-1999)", and "Incidents (2000-2014) and Incidents (1985-1999)" across the world have been reduced since 2000. It can conclude that flying is the safest way to travel; that is a platitude that almost everyone is familiar with. In the 1990's, when air travel was becoming increasingly common, even more so than it had ever been, this idea that air travel is safe spread more and more. Despite a spike in aviation accidents in 2014, the number of fatalities in airliner accidents has been trending downwards thanks to significant improvements in flight safety. According to data compiled by the Aviation Safety Network, 1972 was the worst year on record for the aviation industry, when 2,373 people lost their lives in 72 hull-loss accidents.

I have concluded that the airlines that have the most available seats per week do not truly have the most fatal accidents nor the most fatalities for both time-frames between 1985-1999 and 2000-2014. For example, Lufthansa has the fourth available seats. It had no fatal accidents nor fatalities between 2000 and 2019. Also, it had one fatal accidents and had two fatalities between 1985 and 1999. On the other hand, Alitalia Airlines has one of the lowest available seats. It had 37 fatal accidents and 3109 fatalities between 200-2014. It also had 122 fatal accidents and 6295 fatalities between 1985 and 1999.

References:

<https://www.statista.com/chart/3335/people-killed-in-commercial-plane-crashes-since-1942/>

<https://www.reuters.com/article/us-airlines-safety/major-commercial-plane-crash-deaths-worldwide-fell-by-more-than-50-in-2019-group-idUSKBN1Z0242>

<https://www.indiatoday.in/world/story/fatal-air-accidents-deaths-safest-years-for-air-travel-history-1632948-2020-01-01>



Enter your comment...

 Powered by Blogger

Theme images by [Michael Elkan](#)





ALBERTO LUMA

[VISIT PROFILE](#)

Archive



[Report Abuse](#)