

Notes on Results

1. The Average Cost Per Number of Planes chart is examining whether there is a correlation between the size of a parent airline and the 'efficiency' of their buying power, such as whether their fleets are made of majority of cheaper or older models of plane. There does not appear to be any significant impact on the size of a fleet for the average cost per plane. A majority of the airlines have a mixture of more expensive models, some substantially more than others. The exception where a large fleet existed for less than average cost were those saving money were usually budget airlines.
2. The Average Age of Planes by Total Cost of Plane looks at whether there is a correlation between age of the planes and the total cost to an airline. Little is shown other than it is more frequent for the newer models of plane to be more expensive, however, there is a notable cluster of airlines which got Airbus A320s and Boeing 737s between 5 and 10 years ago, which makes up a large majority of the airplanes represented in the chart.
3. Examining the age of the airfleets for various airlines, there does not appear to be a strong correlation between the age of an airfleet and the number of planes they keep, although the numbers suggest a bell curve. Smaller airlines are more likely on either end of the bell curve, with larger airlines having a more 'average age'.
4. The airlines which expect to have the largest growth based on orders they placed are not currently the largest and their airfleets are younger than average, with some of their existing planes likely retiring and acquiring either the newest or most economical models.
5. Future Orders by Unit Cost examines whether the cost of a new plane affects its frequency of future orders, and the answer to that is for cheaper planes, they are bought in small frequencies, slightly below average cost in very high, and expensive planes are bought in middling frequency, likely to do with replacing retiring planes and acquiring the newest technologies on the market.
6. Other things looked at were the concepts of plane efficiency, regarding cost versus age and number of planes still in service. This however proved to be heavily skewed with newer planes being roughly more expensive, some very expensive planes having very long life spans and newer planes not having even a year's worth of time with a fleet to recover cost through years of service.
7. Data I would like to use for this would average number of flights per plane model, or average cost per flight per airline, and doing efficiency comparisons between older plane models and the newest ones over similar time frames.