

## Dashboard assumptions

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### DB Credentials for dashboard: username:federico.inserra, password:DB280396

We decided to show **FH** and **FC** in two different graphs as they take on different values. We used a type of line graph so that we could see the trend better and identify the peaks. Both are filtered by aircraft model and the data are divided by month. Even though there are only years in the x-axis, by placing the cursor on the line it is possible to see which month that value corresponds to. We preferred to use this solution instead of "zooming in" each month because in this way we can get a more general view of the trend and it's easier to identify peaks during time.

For **ADOSS** and **ADOSU** we chose to use a bar graph because this type of graph is better to see the differences between two groups. In this way, for each year, we can see the bars next to each other showing the value taken by both and easily see the differences.

Regarding the third kpi, we decided to display it using two different graphs, one showing **RRh,MRRh,PRRh** and the other showing **RRc,MRRc,PRRc**. We have divided them in this way because they represent two different concepts that also take on different values. Furthermore, putting them all in the same graph would have created too much confusion and would not have allowed a proper analysis. Since these metrics represent a report rate, we thought that showing their average value per month would be more useful than showing the sum.

For the fourth KPI, we have once again used a bar graph with the **MRRh** and **MRRc** bars next to each other on the same graph in order to better notice the differences between the two measures. Here, too, we preferred to show the average value per month instead of the sum.

We decided to use dynamic filters in every graph in order to make them more understandable and clean.

For KPI 1 even though FH and FC are in two different graphs, we decided to use the same button to change the aircraft model, as they are part of the same KPI and therefore probably analysed together for the same aircraft model.

The same reasoning applies to KPI 3(RRh, RRc, PRRh, PRRc, MRRh and MRRc).