

FLIGHT SAFETY AT UNITED AIRLINES

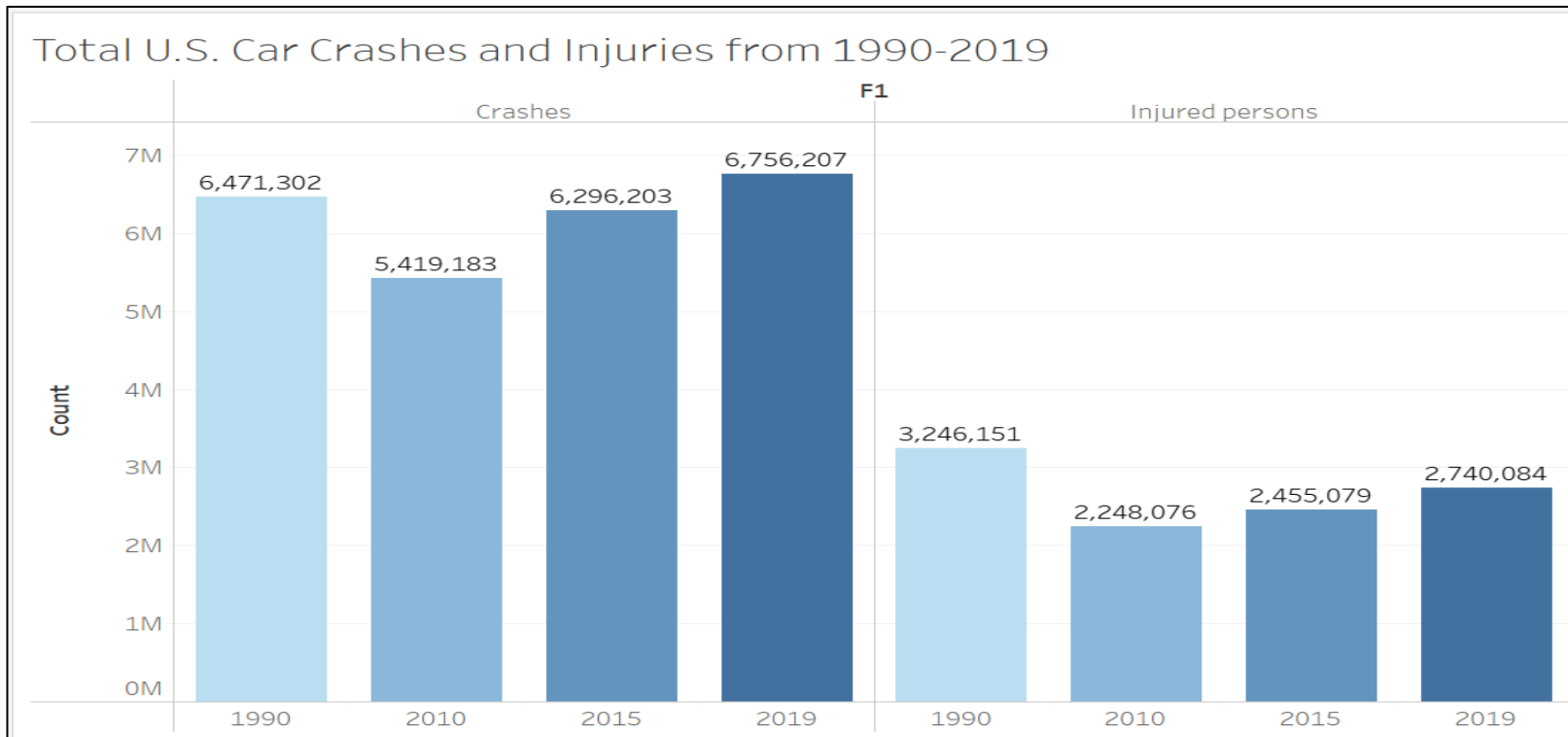
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KEY TAKEAWAYS

- Total passenger flight accidents have (and continue) to decrease year-to-year for flights traveling around the world
- While flight accidents decrease, the total number of car accidents, just in the United States, are at a much higher and jarring degree
- Specific to United Airlines, from 2000-2014, accidents and incidents were at a relatively low amount in comparison to car accidents and did not have a significant effect on incoming revenue
- Our United Airlines passengers are still flying high amounts of mileage, shown for 1995-2020, which also aids in the available seats that our company can offer
- With available seats that have a high guarantee of being purchased by customers, this yields a continuous increase in our yearly profits

CAR CRASHES VS. FLIGHT ACCIDENTS

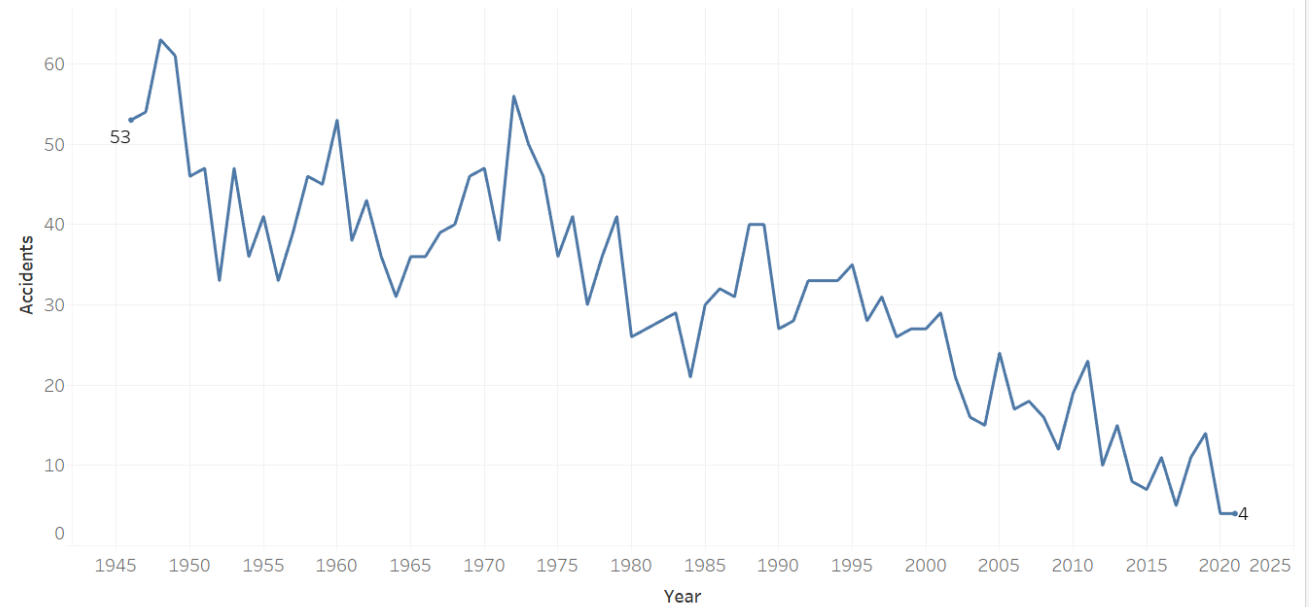
U.S. CAR CRASHES AND INJURIES STAYED IN THE MILLIONS FROM 1990 TO 2019



Dataset

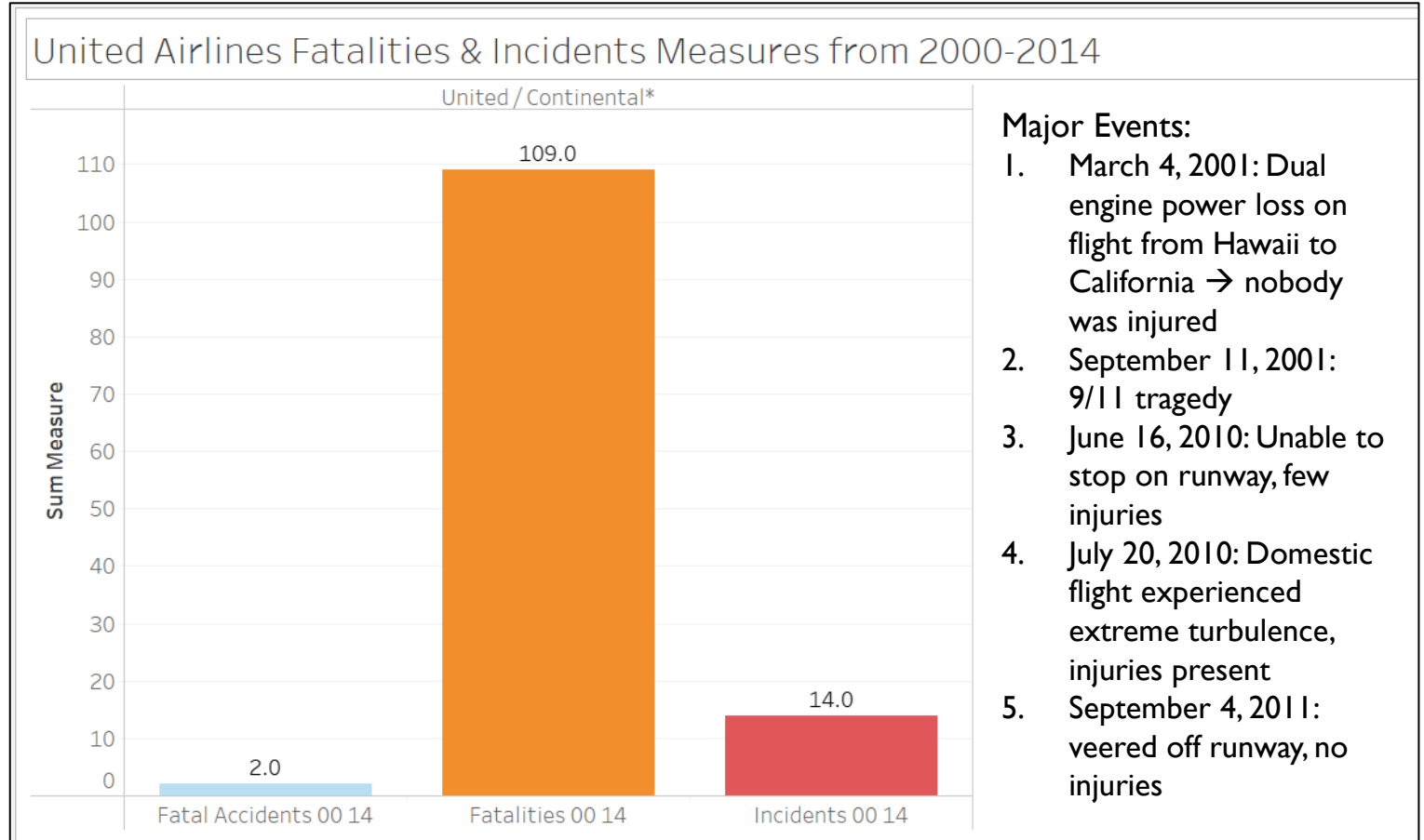
TOTAL FLIGHT
ACCIDENTS IN
2021 ARE APPROX.
 $\frac{1}{13}$ OF 1946'S
MEASURE

Total Passenger Flight Accidents from 1946 to 2021



Dataset

UNITED'S
FATALITIES
AND
INCIDENTS
STAY LOW IN
COMPARISON
TO OVERALL
CAR
CRASHES FOR
THE 2000'S



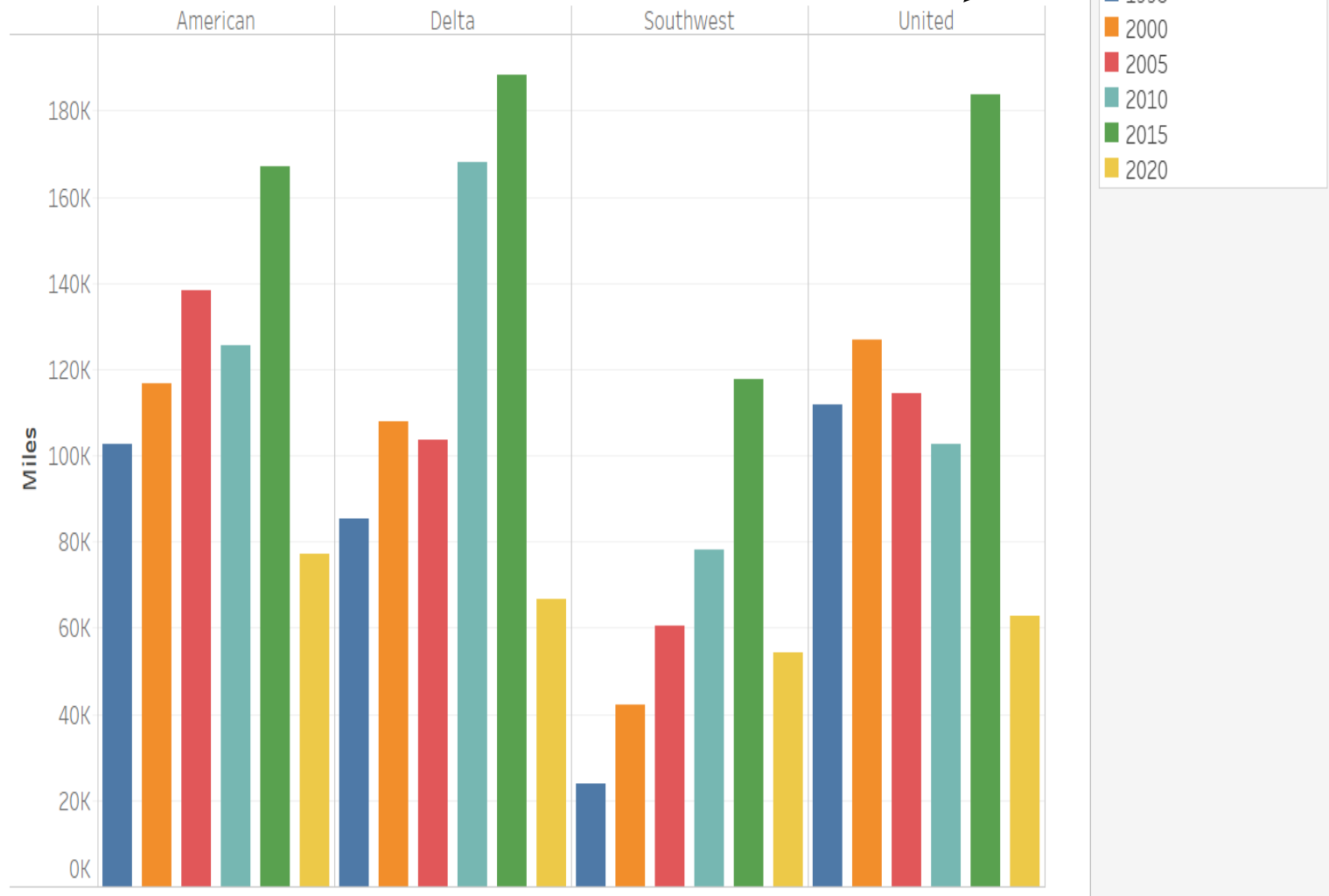
Airline-safety data
Events Information

BUSINESS IMPACT OF FLIGHT ACCIDENTS ON UNITED AIRLINES

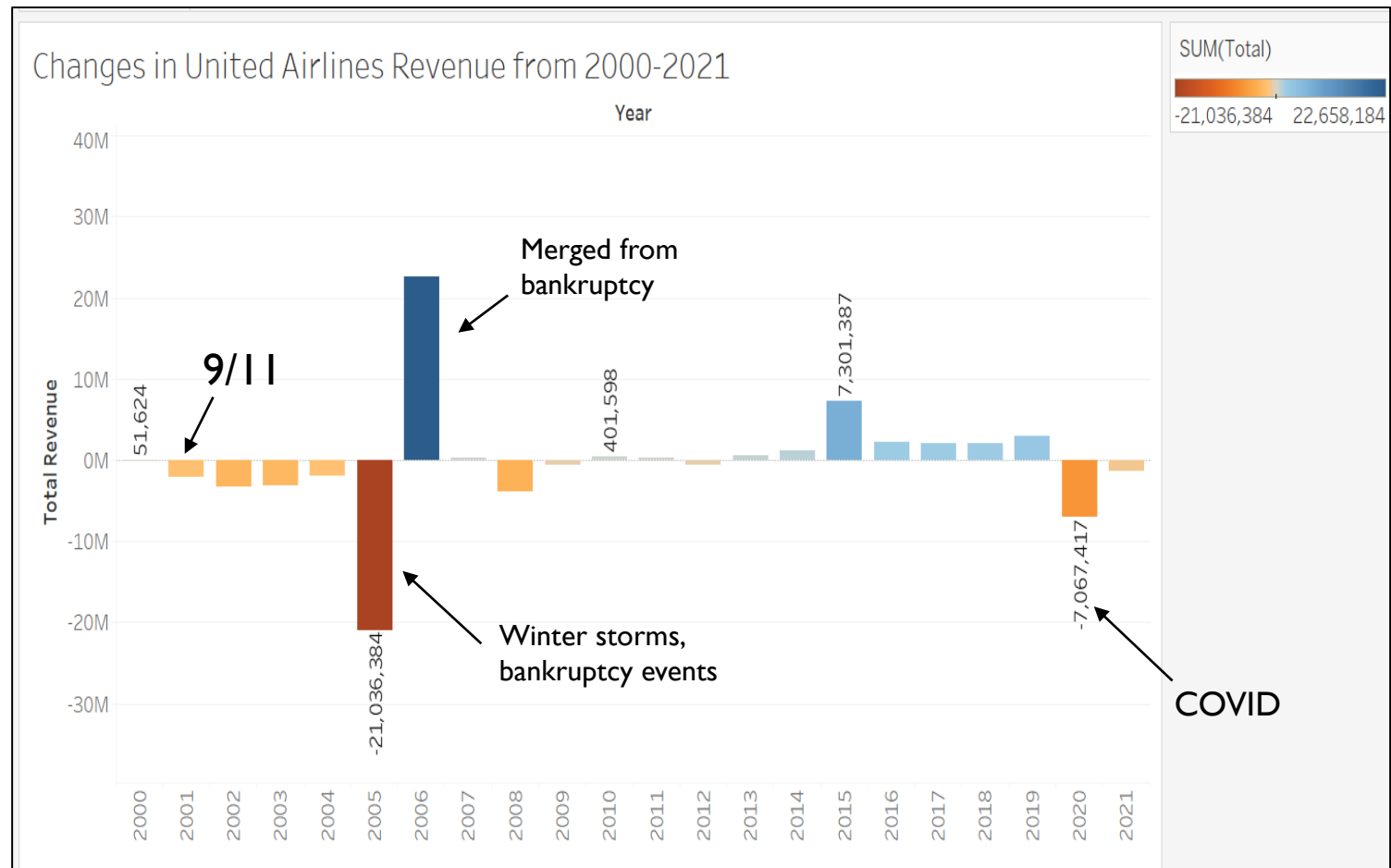
UNITED AIRLINES PASSENGERS CONTINUE TO FLY AT HIGH RATES

- There is slight competition with Delta Airlines; however, they are extremely close in their total passenger miles and tend to fluctuate respectively
- COVID-19 had a negative impact on all airlines in 2020, since passengers were limited in where to and when they could travel

Top 4 Airlines' Total Passenger Miles from 1995-2020



AS PASSENGERS
REMAIN FLYING WITH
UNITED, REVENUE
STAYS AT AN
INCREASED AMOUNT,
EVEN WITH KNOWN
FLIGHT ACCIDENTS &
FATALITIES

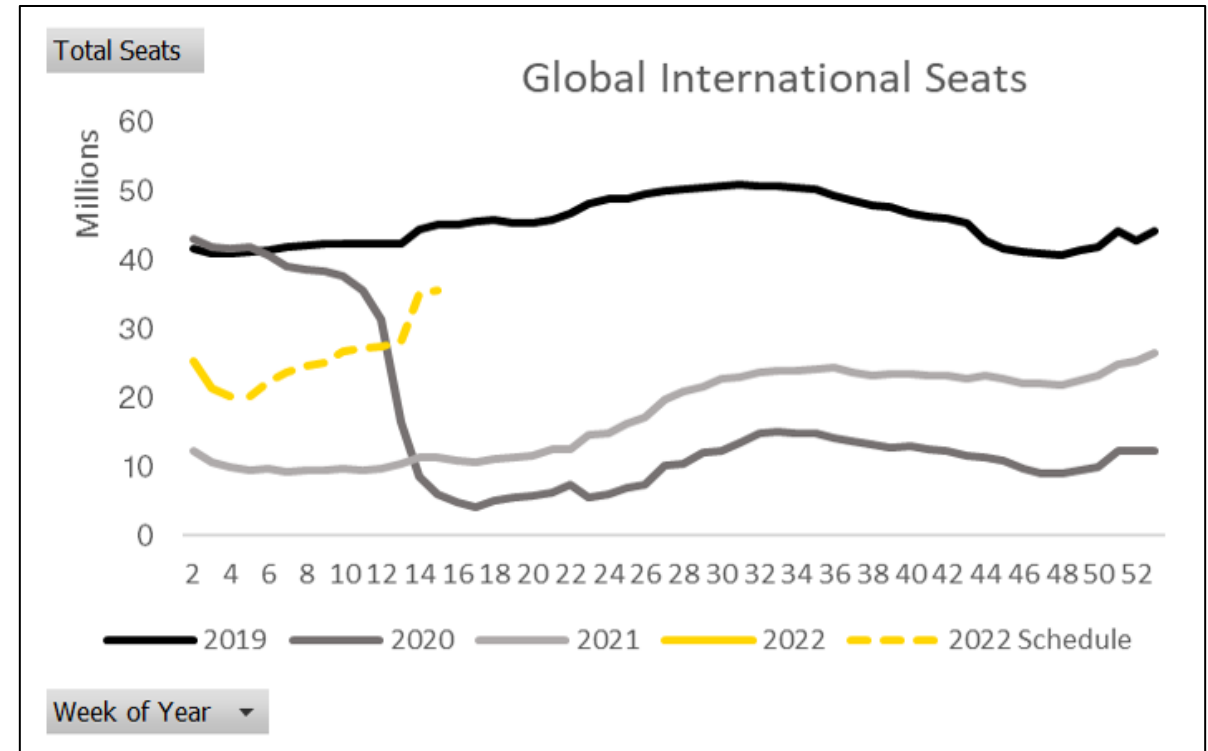
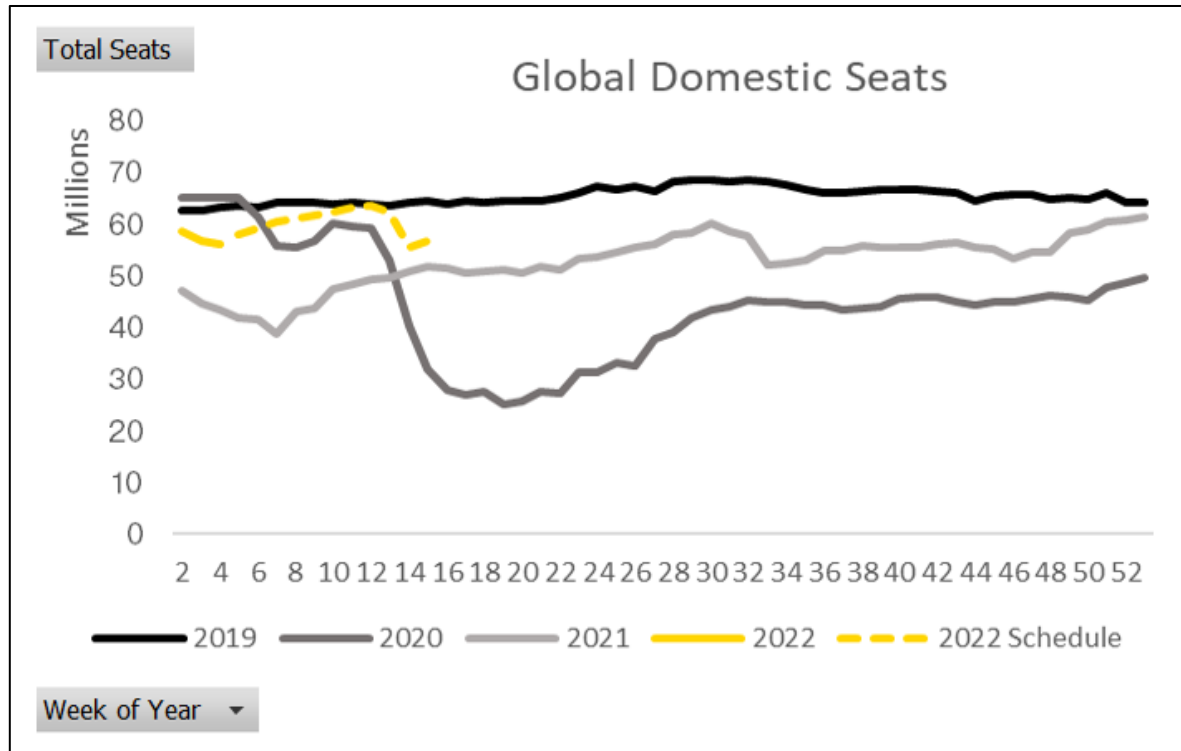


Dataset

FUTURE RISKS

- COVID-19
 - When COVID-19 first began, many airlines had to shut down due to the dangers of flying. These closures could occur again as other variants arise.
 - The contagion of COVID-19 also elevates the risk of pilots, flight attendants and other employees catching the virus which poses a risk to flights having the proper manpower to proceed as normal.
 - The impact on passenger demand should be identified and investigated to determine risk.
- Driving Popularity
 - Nationwide, there are more people driving in vehicles compared to flying on airplanes
 - This fact poses a risk to the airline industry in that people may try to identify a skew in the accident numbers based on total number of people using each form of transportation
 - Comparison poses a danger to the deciding mind

Source of Charts



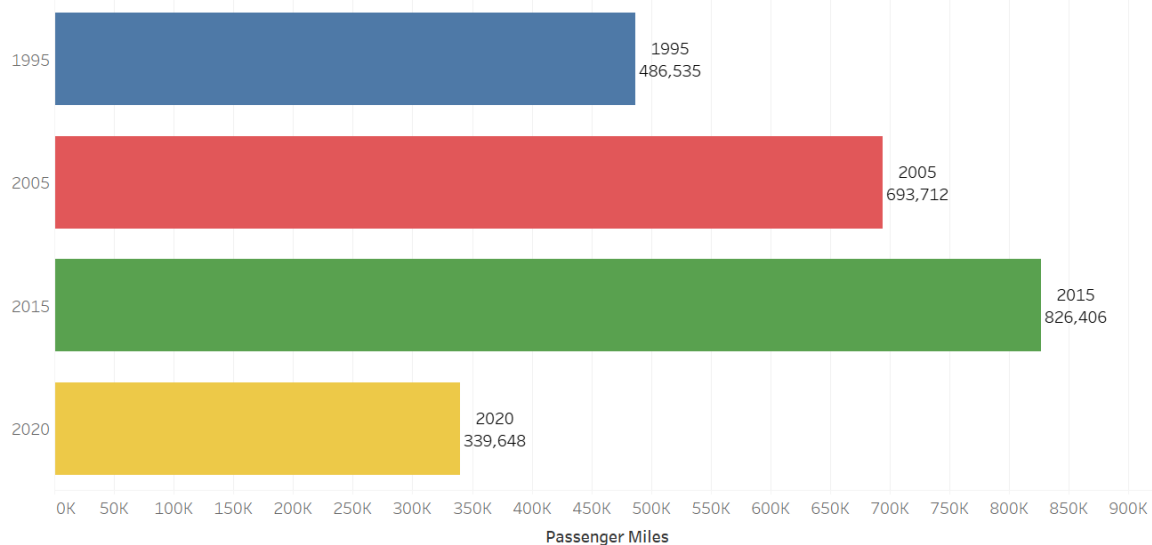
COVID-19 IMPACT ON AIRLINES' TOTAL SEAT OFFERINGS (2019-2022 PROJECTIONS)

- 2022 measures & projections are up trending by 2019 values → potential sign of return to normalcy for airlines
- However, there is still uncertainty with COVID-19 due to the prevalence of new variants and their contagion levels

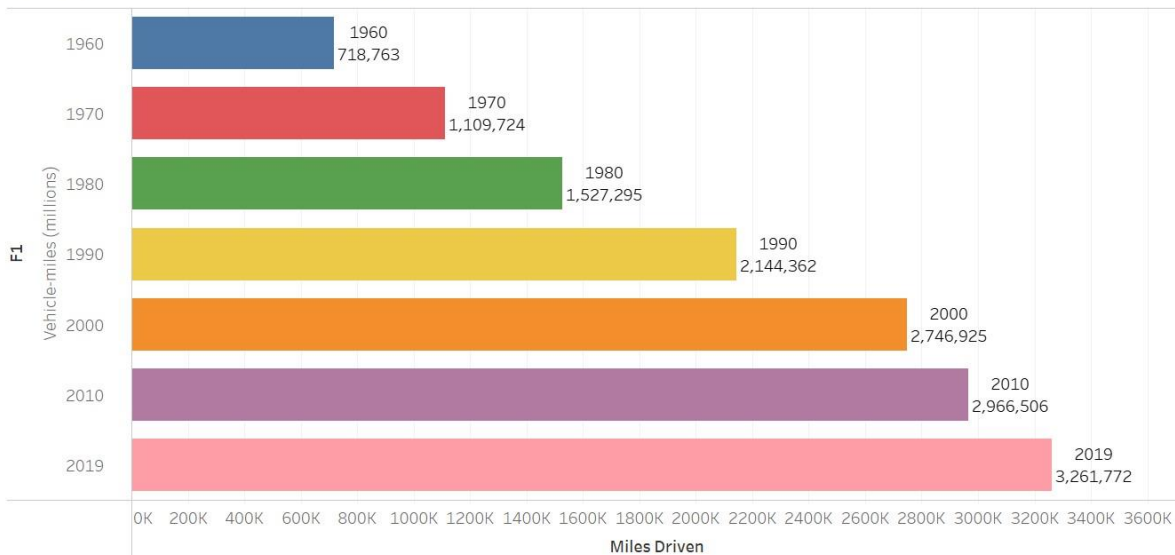
OVERALL FLIGHT DEMAND VS. CAR DEMAND

- While the total number of flight passenger miles has decreased from 2015 to 2020, the total number of vehicle miles has increased steadily from 1960 to 2019
- Cars could pose a great risk to the airline industry, especially with consumers' fears & COVID-19's impact on freedom to fly

Total Passenger Miles Flown from 1995-2020



Total Vehicle Miles Driven from 1960 to 2019



QUESTIONS?

Thank you for your time!