**Course Project Task 2: Executive Summary**

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DSC 640: Data Presentation & Visualization

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The main data source for the executive summary visualizations were from the Flight Safety Foundation at aviation-safety.net. I also utilized additional data tables from the National Highway Traffic Safety Administration at <https://www-fars.nhtsa.dot.gov/Trends/TrendsGeneral.aspx>. I chose to update the data sources based on feedback from the last project where there were some of the data didn’t line up properly, specifically with scale/units.

I intended to keep the slides sparse as this would be presented live and the slides should supplement the information being spoken, not be a teleprompter. After high-level slides outlining the business problem I presented five slides with visualizations on them. The first is a line chart showing the number of Airplane accidents by year. The highlight here is that in 2020 there were only 4 accidents. The next two slides compare the airline fatalities versus vehicle fatalities. The first slide shows the sheer scale of the difference whereas the second slide appears similar but is per 100,000 US population.

The next slide is a bubble chart based on the ratio of 1 airplane accident per x number of flights. This means that the larger the bubble is, the larger the number of flights per accident. Larger bubbles are better in this case and smaller bubbles mean the ratio is much closer. The last data slide outlines vehicle-specific issues of BAC (not an issue for pilots) and the number of pedestrian fatalities (there are no pedestrians in the sky).

Finally, I outline my solution as my call to action. Then a slide with my contact information for further questions and a slide for my sources. The ethical considerations that came up were mainly around making sure units were accurately presented in comparisons. Some of the data, specifically the data of airplane accidents per x flights was not available for vehicle accidents, so I was not able to create a comparison there. I also made sure that all of the y-axes started at a zero scale and that the years for the x-axes were in chronological order.