

Final Project Proposal STAT167

Group Name: Statistically Speaking
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Libraries

```
-- Attaching core tidyverse packages ----- tidyverse 2.0.0 --
v dplyr     1.1.4     v readr     2.1.5
v forcats   1.0.0     v stringr   1.5.1
v ggplot2   3.5.1     v tibble    3.2.1
v lubridate  1.9.3     v tidyrr    1.3.1
v purrr     1.0.2
-- Conflicts -----
x dplyr::filter() masks stats::filter()
x dplyr::lag()   masks stats::lag()
i Use the conflicted package (<http://conflicted.r-lib.org/>) to force all conflicts to become errors
Loading required package: carData
```

Attaching package: 'car'

The following object is masked from 'package:dplyr':

recode

The following object is masked from 'package:purrr':

some

Attaching package: 'gridExtra'

The following object is masked from 'package:dplyr':

combine

Project Description:

The primary goal of this research is to explore factors influencing flight delays from New City airports in 2013.

Problem Statement and Motivation

Understanding factors that contribute to flight delays is critical for informing Federal Aviation Administration (FAA) policies and guiding airlines and airports in improving operational efficiency, enhancing weather preparedness, and reducing delays through controllable factors. By analyzing weather conditions, airline differences, holiday effects, fleet age, and airport specific challenges, this research can provide data-driven insights to optimize air travel and ensure compliance with aviation regulations in heavily congested areas like New York City.

Research Questions

1. How do weather conditions affect flight delays?
2. How do differences between airlines influence flight delays?
3. Are delays more frequent during major holidays?
4. Does the age of the plane affect flight delays?
5. How do environmental factors like humidity, visibility, and wind affect flight delays?
6. What impact does precipitation have on specific airports and weather-related delays?

Datasets

1. Flights dataset: All flights that departed from NYC in 2013

Variables:

- flights (year, month, day, dep_time, arr_time, sched_dep_time, sched_arr_time, dep_delay, arr_delay, carrier, origin, dest, air_time, distance, time_hour)
 - year, month, day : date of departure
 - dep_time, arr_time : actual departure and arrival times in HHMM
 - sched_dep_time, sched_arr_time : scheduled departure and arrival times in HHMM
 - dep_delay, arr_delay : departure and arrival delays in minutes
 - carrier : two letter carrier abbreviation of the carrier
 - origin, dest : origin and destination
 - air_time : amount of time spent in air in minutes
 - distance : distance between airport in miles
 - time_hour : scheduled date and hour of the flight as POSIXct date

2. Airlines dataset: Translation between two letter carrier codes and names

Variables:

- airlines (carrier, name)
 - carrier : two-letter abbreviation of the airlines
 - name : full name of the airlines

3. Airports dataset: Airport names and locations

```
head(airports)
```

```
# A tibble: 6 x 8
  faa   name          lat   lon   alt   tz dst tzone
  <chr> <chr>        <dbl> <dbl> <dbl> <dbl> <chr> <chr>
1 04G  Lansdowne Airport  41.1 -80.6 1044  -5 A  America/New_York
2 06A  Moton Field Municipal Airport 32.5 -85.7  264  -6 A  America/Chicago
3 06C  Schaumburg Regional      42.0 -88.1  801  -6 A  America/Chicago
4 06N  Randall Airport       41.4 -74.4  523  -5 A  America/New_York
5 09J  Jekyll Island Airport  31.1 -81.4   11  -5 A  America/New_York
6 0A9  Elizabethton Municipal Airport 36.4 -82.2 1593  -5 A  America/New_York
```

```
names(airports)
```

```
[1] "faa"    "name"   "lat"    "lon"    "alt"    "tz"     "dst"    "tzone"
```

```
str(airports)
```

```
tibble [1,458 x 8] (S3: tbl_df/tbl/data.frame)
$ faa : chr [1:1458] "04G" "06A" "06C" "06N" ...
$ name : chr [1:1458] "Lansdowne Airport" "Moton Field Municipal Airport" "Schaumburg Regional" "Randall Airport" ...
$ lat  : num [1:1458] 41.1 32.5 42 41.4 31.1 ...
$ lon  : num [1:1458] -80.6 -85.7 -88.1 -74.4 -81.4 ...
$ alt  : num [1:1458] 1044 264 801 523 11 ...
$ tz   : num [1:1458] -5 -6 -6 -5 -5 -5 -5 -5 -8 ...
$ dst  : chr [1:1458] "A" "A" "A" "A" ...
$ tzone: chr [1:1458] "America/New_York" "America/Chicago" "America/Chicago" "America/New_York" ...
- attr(*, "spec")=
.. cols(
..   id = col_double(),
..   name = col_character(),
..   city = col_character(),
..   country = col_character(),
..   faa = col_character(),
```

```

..  icao = col_character(),
..  lat = col_double(),
..  lon = col_double(),
..  alt = col_double(),
..  tz = col_double(),
..  dst = col_character(),
..  tzone = col_character()
.. )

glimpse(airports)

```

Rows: 1,458
 Columns: 8

```

$ faa   <chr> "04G", "06A", "06C", "06N", "09J", "0A9", "0G6", "0G7", "0P2", "~"
$ name  <chr> "Lansdowne Airport", "Moton Field Municipal Airport", "Schaumbur~"
$ lat    <dbl> 41.13047, 32.46057, 41.98934, 41.43191, 31.07447, 36.37122, 41.4~
$ lon    <dbl> -80.61958, -85.68003, -88.10124, -74.39156, -81.42778, -82.17342~
$ alt    <dbl> 1044, 264, 801, 523, 11, 1593, 730, 492, 1000, 108, 409, 875, 10~
$ tz     <dbl> -5, -6, -6, -5, -5, -5, -5, -5, -8, -5, -6, -5, -5, -5, -5, ~
$ dst    <chr> "A", "A", "A", "A", "A", "A", "A", "U", "A", "A", "U", "A", "A", "A", ~
$ tzone <chr> "America/New_York", "America/Chicago", "America/Chicago", "Ameri~
```

Variables:

- airports (faa, name, lat, lon)
 - faa : FAA airport code
 - name : usual name of the airport
 - lat, lon : location of airport

4. Planes dataset: Construction information about each plane

Variables:

- planes (year, type, manufacturer, model, engines, seats, speed, engine)
 - year : year manufactured
 - type : type of plane
 - manufacturer, model : manufacturer and model
 - engines, seats : number of engines and seats
 - speed : average cruising speed in mph
 - engine : type in engine

5. Weather dataset: Hourly meterological data for each airport

Variables:

- weather (origin, year, month, day, hour, temp, dewp, humid, wind_dir, wind_speed, wind_gust, precip, pressure, visib, time_hour)
 - origin : weather station
 - year, month, day, hour : time of recording
 - temp, dewp : temperature and dew point in Fahrenheit
 - humid : relative humidity
 - wind_dir, wind_speed, wind_gust : wind direction in degrees, wind speed and gust in mph
 - precip : precipitation in inches
 - pressure : sea level pressure in millibars
 - visib : visibility in miles
 - time_hour : date and hour of the recording as POSIXct date

Exploratory Data Analysis

Planes Dataset EDA

Missing values per column:

tailnum	year	type	manufacturer	model	engines
0	70	0	0	0	0
seats	speed	engine			
0	3299	0			

Column types and structure:

```
Rows: 3,322
Columns: 9
$ tailnum      <chr> "N10156", "N102UW", "N103US", "N104UW", "N10575", "N105UW~"
$ year        <int> 2004, 1998, 1999, 1999, 2002, 1999, 1999, 1999, 1999, 199~
$ type        <chr> "Fixed wing multi engine", "Fixed wing multi engine", "Fi~
$ manufacturer <chr> "EMBRAER", "AIRBUS INDUSTRIE", "AIRBUS INDUSTRIE", "AIRBU~
$ model        <chr> "EMB-145XR", "A320-214", "A320-214", "A320-214", "EMB-145~
$ engines      <int> 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, ~
$ seats         <int> 55, 182, 182, 182, 55, 182, 182, 182, 182, 55, 55, 5~
$ speed         <int> NA, N~
$ engine        <chr> "Turbo-fan", "Turbo-fan", "Turbo-fan", "Turbo-fan", "Turb~
# A tibble: 3,322 x 9
  tailnum   year   type   manufacturer   model   engines   seats   speed   engine
  <chr>     <int> <chr>   <chr>       <chr>   <int>   <int>   <int> <chr>
1 N10156    2004 Fixed wing multi~ EMBRAER     EMB--     2     55     NA Turbo~
2 N102UW     1998 Fixed wing multi~ AIRBUS INDU~ A320~     2     182     NA Turbo~
3 N103US     1999 Fixed wing multi~ AIRBUS INDU~ A320~     2     182     NA Turbo~
4 N104UW     1999 Fixed wing multi~ AIRBUS INDU~ A320~     2     182     NA Turbo~
5 N10575     2002 Fixed wing multi~ EMBRAER     EMB--     2     55     NA Turbo~
6 N105UW     1999 Fixed wing multi~ AIRBUS INDU~ A320~     2     182     NA Turbo~
7 N107US     1999 Fixed wing multi~ AIRBUS INDU~ A320~     2     182     NA Turbo~
8 N108UW     1999 Fixed wing multi~ AIRBUS INDU~ A320~     2     182     NA Turbo~
9 N109UW     1999 Fixed wing multi~ AIRBUS INDU~ A320~     2     182     NA Turbo~
10 N110UW    1999 Fixed wing multi~ AIRBUS INDU~ A320~     2     182     NA Turbo~
# i 3,312 more rows
```

First few rows:

```
# A tibble: 6 x 9
  tailnum   year   type   manufacturer   model   engines   seats   speed   engine
  <chr>     <int> <chr>   <chr>       <chr>   <int>   <int>   <int> <chr>
```

1	N10156	2004	Fixed wing	multi	~	EMBRAER	EMB~~	2	55	NA	Turbo~	
2	N102UW	1998	Fixed wing	multi	~	AIRBUS	INDU~	A320~	2	182	NA	Turbo~
3	N103US	1999	Fixed wing	multi	~	AIRBUS	INDU~	A320~	2	182	NA	Turbo~
4	N104UW	1999	Fixed wing	multi	~	AIRBUS	INDU~	A320~	2	182	NA	Turbo~
5	N10575	2002	Fixed wing	multi	~	EMBRAER	EMB~~		2	55	NA	Turbo~
6	N105UW	1999	Fixed wing	multi	~	AIRBUS	INDU~	A320~	2	182	NA	Turbo~

Summary statistics:

tailnum	year	type	manufacturer
Length:3322	Min. :1956	Length:3322	Length:3322
Class :character	1st Qu.:1997	Class :character	Class :character
Mode :character	Median :2001	Mode :character	Mode :character
	Mean :2000		
	3rd Qu.:2005		
	Max. :2013		
	NA's :70		
model	engines	seats	speed
Length:3322	Min. :1.000	Min. : 2.0	Min. : 90.0
Class :character	1st Qu.:2.000	1st Qu.:140.0	1st Qu.:107.5
Mode :character	Median :2.000	Median :149.0	Median :162.0
	Mean :1.995	Mean :154.3	Mean :236.8
	3rd Qu.:2.000	3rd Qu.:182.0	3rd Qu.:432.0
	Max. :4.000	Max. :450.0	Max. :432.0
			NA's :3299
engine			
Length:3322			
Class :character			
Mode :character			

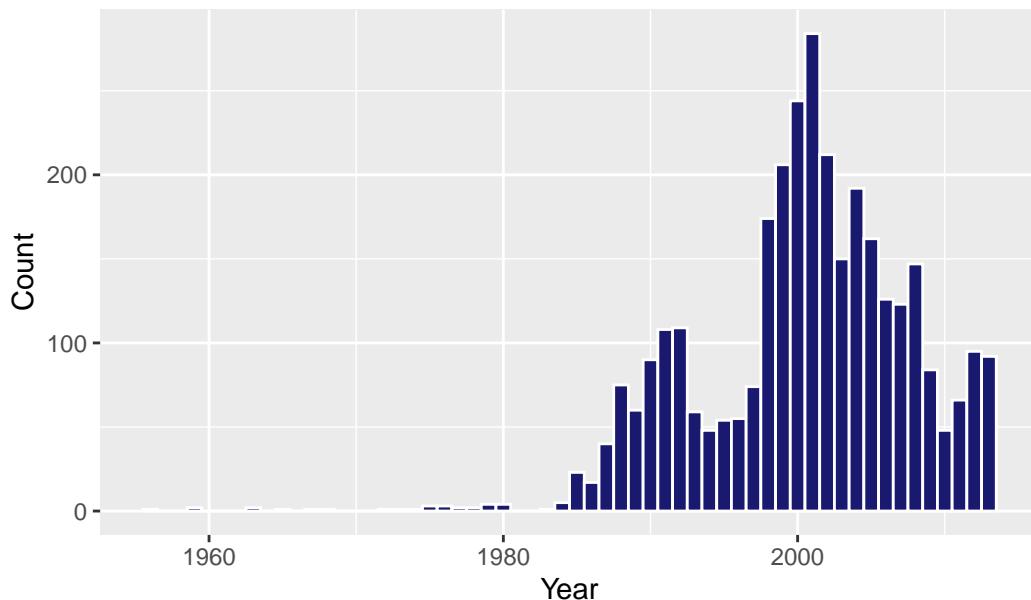
Selecting by n



The visualization above shows the top 10 plane manufacturers present in the data-set. Boeing has the largest amount of planes with approximately 1750 planes, and Airbus has the second most with approximately 400 planes.

Warning: Removed 70 rows containing non-finite outside the scale range (`stat_bin()`).

Distribution of Plane Manufacture Years



This histogram shows the distribution of plane manufacture years, with the majority of planes built between the mid-1990s and early 2000s. There is a notable peak around the year 2000, indicating a surge in plane production during that period.

Airlines Dataset EDA

Dimensions and column names of the airlines dataset

Missing values per column:

```
carrier      name
      0          0
```

Column types and structure:

```
Rows: 16
Columns: 2
$ carrier <chr> "9E", "AA", "AS", "B6", "DL", "EV", "F9", "FL", "HA", "MQ", "O~
$ name    <chr> "Endeavor Air Inc.", "American Airlines Inc.", "Alaska Airline~
# A tibble: 16 x 2
  carrier name
  <chr>   <chr>
1 9E      Endeavor Air Inc.
```

```
2 AA      American Airlines Inc.
3 AS      Alaska Airlines Inc.
4 B6      JetBlue Airways
5 DL      Delta Air Lines Inc.
6 EV      ExpressJet Airlines Inc.
7 F9      Frontier Airlines Inc.
8 FL      AirTran Airways Corporation
9 HA      Hawaiian Airlines Inc.
10 MQ     Envoy Air
11 OO     SkyWest Airlines Inc.
12 UA     United Air Lines Inc.
13 US     US Airways Inc.
14 VX     Virgin America
15 WN     Southwest Airlines Co.
16 YV     Mesa Airlines Inc.
```

First few rows:

```
# A tibble: 6 x 2
  carrier name
  <chr>   <chr>
1 9E      Endeavor Air Inc.
2 AA      American Airlines Inc.
3 AS      Alaska Airlines Inc.
4 B6      JetBlue Airways
5 DL      Delta Air Lines Inc.
6 EV      ExpressJet Airlines Inc.
```

Summary statistics:

```
carrier          name
Length:16        Length:16
Class :character Class :character
Mode  :character Mode  :character
```

Viewing all the Unique Airlines:

```
airlines %>%
  arrange(name)

# A tibble: 16 x 2
  carrier name
  <chr>   <chr>
1 FL      AirTran Airways Corporation
2 AS      Alaska Airlines Inc.
```

```

3 AA      American Airlines Inc.
4 DL      Delta Air Lines Inc.
5 9E      Endeavor Air Inc.
6 MQ      Envoy Air
7 EV      ExpressJet Airlines Inc.
8 F9      Frontier Airlines Inc.
9 HA      Hawaiian Airlines Inc.
10 B6     JetBlue Airways
11 YV     Mesa Airlines Inc.
12 OO     SkyWest Airlines Inc.
13 WN     Southwest Airlines Co.
14 US     US Airways Inc.
15 UA     United Air Lines Inc.
16 VX     Virgin America

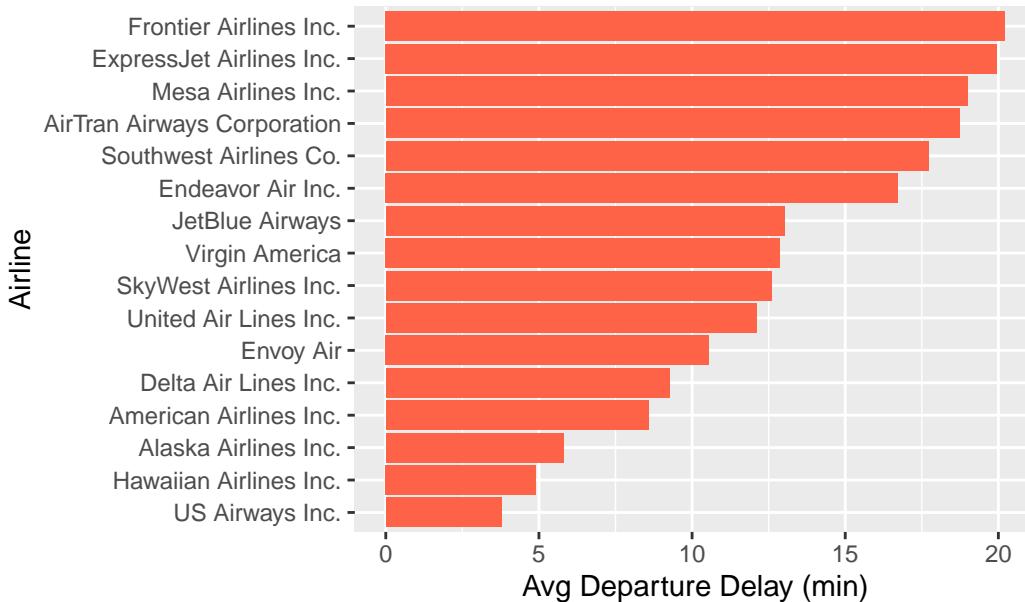
# Join flights and airline names
flights_airlines <- flights %>%
  left_join(airlines, by = "carrier")

# Average delay metrics
avg_delays <- flights_airlines %>%
  group_by(name) %>%
  summarise(
    avg_dep_delay = mean(dep_delay, na.rm = TRUE),
    avg_arr_delay = mean(arr_delay, na.rm = TRUE),
    flights = n()
  )

# Plot: Departure Delay
ggplot(avg_delays, aes(x = reorder(name, avg_dep_delay), y = avg_dep_delay)) +
  geom_col(fill = "tomato") +
  coord_flip() +
  labs(
    title = "Average Departure Delay by Airline",
    x = "Airline",
    y = "Avg Departure Delay (min)"
  )

```

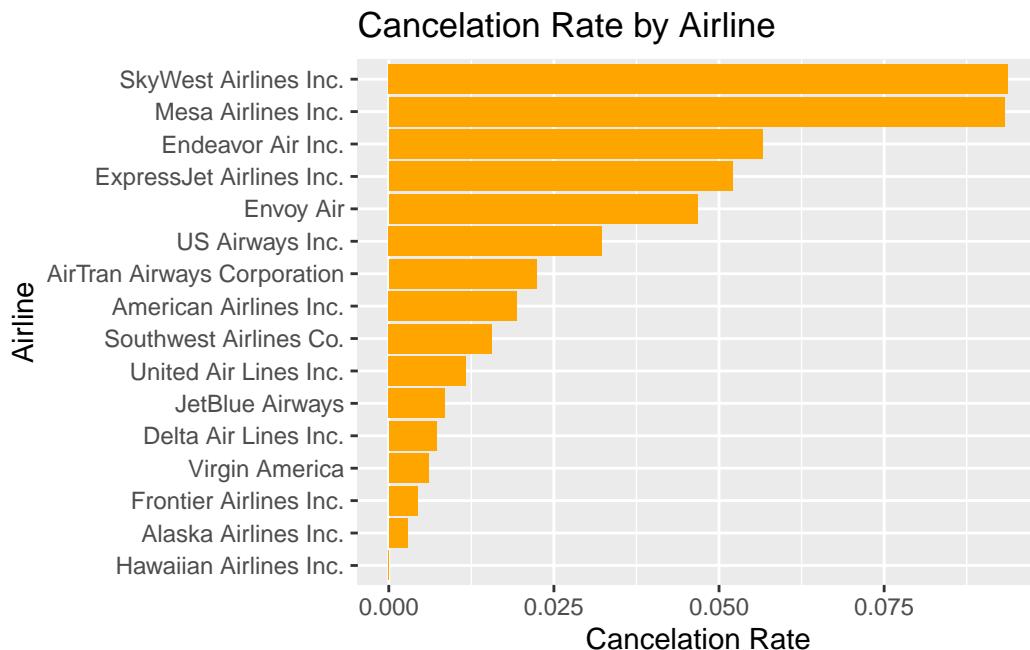
Average Departure Delay by Airline



We can see that on average, Frontier Airlines has the most departure delay at around 20 min, with ExpressJet roughly around the same 20 minutes. Less than half the Airlines seem to be past the 13 minute delay mark.

```
cancel_rate <- flights_airlines %>%
  mutate(cancelled = is.na(dep_delay)) %>%
  group_by(name) %>%
  summarise(cancel_rate = mean(cancelled), total_flights = n())

ggplot(cancel_rate, aes(x = reorder(name, cancel_rate), y = cancel_rate)) +
  geom_col(fill = "orange") +
  coord_flip() +
  labs(
    title = "Cancellation Rate by Airline",
    x = "Airline",
    y = "Cancellation Rate"
  )
```



As we can see from above, Skywest Airlines Inc has the highest cancellation rate, with Mesa Airlines very closely behind, and a huge drop off at Endeavor Air Inc. ## Planes Dataset EDA

Flights Dataset EDA:

Missing values per column:

year	month	day	dep_time	sched_dep_time
0	0	0	8255	0
dep_delay	arr_time	sched_arr_time	arr_delay	carrier
8255	8713	0	9430	0
flight	tailnum	origin	dest	air_time
0	2512	0	0	9430
distance	hour	minute	time_hour	
0	0	0	0	

Column types and structure:

Rows: 336,776

Columns: 19

```

$ dep_time      <int> 517, 533, 542, 544, 554, 554, 555, 557, 557, 558, ~
$ sched_dep_time <int> 515, 529, 540, 545, 600, 558, 600, 600, 600, 600, ~
$ dep_delay      <dbl> 2, 4, 2, -1, -6, -4, -5, -3, -3, -2, -2, -2, -2, -2, -1~
$ arr_time       <int> 830, 850, 923, 1004, 812, 740, 913, 709, 838, 753, 849, ~
$ sched_arr_time <int> 819, 830, 850, 1022, 837, 728, 854, 723, 846, 745, 851, ~
$ arr_delay      <dbl> 11, 20, 33, -18, -25, 12, 19, -14, -8, 8, -2, -3, 7, -1~
$ carrier        <chr> "UA", "UA", "AA", "B6", "DL", "UA", "B6", "EV", "B6", "~
$ flight         <int> 1545, 1714, 1141, 725, 461, 1696, 507, 5708, 79, 301, 4~
$ tailnum        <chr> "N14228", "N24211", "N619AA", "N804JB", "N668DN", "N394~
$ origin         <chr> "EWR", "LGA", "JFK", "JFK", "LGA", "EWR", "EWR", "LGA", ~
$ dest           <chr> "IAH", "IAH", "MIA", "BQN", "ATL", "ORD", "FLL", "IAD", ~
$ air_time       <dbl> 227, 227, 160, 183, 116, 150, 158, 53, 140, 138, 149, 1~
$ distance       <dbl> 1400, 1416, 1089, 1576, 762, 719, 1065, 229, 944, 733, ~
$ hour           <dbl> 5, 5, 5, 6, 5, 6, 6, 6, 6, 6, 6, 6, 5, 6, 6, 6~
$ minute          <dbl> 15, 29, 40, 45, 0, 58, 0, 0, 0, 0, 0, 0, 0, 0, 0, 59, 0~
$ time_hour      <dttm> 2013-01-01 05:00:00, 2013-01-01 05:00:00, 2013-01-01 0~

# A tibble: 336,776 x 19
    year month   day dep_time sched_dep_time dep_delay arr_time sched_arr_time
    <int> <int> <int>     <int>           <int>     <dbl>     <int>           <int>
 1 2013     1     1      517            515        2     830            819
 2 2013     1     1      533            529        4     850            830
 3 2013     1     1      542            540        2     923            850
 4 2013     1     1      544            545       -1    1004            1022
 5 2013     1     1      554            600       -6     812            837
 6 2013     1     1      554            558       -4     740            728
 7 2013     1     1      555            600       -5     913            854
 8 2013     1     1      557            600       -3     709            723
 9 2013     1     1      557            600       -3     838            846
10 2013     1     1      558            600       -2     753            745
# i 336,766 more rows
# i 11 more variables: arr_delay <dbl>, carrier <chr>, flight <int>,
#   tailnum <chr>, origin <chr>, dest <chr>, air_time <dbl>, distance <dbl>,
#   hour <dbl>, minute <dbl>, time_hour <dttm>


```

First few rows:

```

# A tibble: 6 x 19
    year month   day dep_time sched_dep_time dep_delay arr_time sched_arr_time
    <int> <int> <int>     <int>           <int>     <dbl>     <int>           <int>
 1 2013     1     1      517            515        2     830            819
 2 2013     1     1      533            529        4     850            830
 3 2013     1     1      542            540        2     923            850
 4 2013     1     1      544            545       -1    1004            1022
 5 2013     1     1      554            600       -6     812            837
 6 2013     1     1      554            558       -4     740            728
# i 11 more variables: arr_delay <dbl>, carrier <chr>, flight <int>,
#   tailnum <chr>, origin <chr>, dest <chr>, air_time <dbl>, distance <dbl>,
#   hour <dbl>, minute <dbl>, time_hour <dttm>
```

Summary statistics:

year	month	day	dep_time	sched_dep_time
Min. :2013	Min. : 1.000	Min. : 1.00	Min. : 1	Min. : 106
1st Qu.:2013	1st Qu.: 4.000	1st Qu.: 8.00	1st Qu.: 907	1st Qu.: 906
Median :2013	Median : 7.000	Median :16.00	Median :1401	Median :1359
Mean :2013	Mean : 6.549	Mean :15.71	Mean :1349	Mean :1344
3rd Qu.:2013	3rd Qu.:10.000	3rd Qu.:23.00	3rd Qu.:1744	3rd Qu.:1729
Max. :2013	Max. :12.000	Max. :31.00	Max. :2400	Max. :2359
			NA's :8255	
dep_delay	arr_time	sched_arr_time	arr_delay	
Min. : -43.00	Min. : 1	Min. : 1	Min. : -86.000	
1st Qu.: -5.00	1st Qu.:1104	1st Qu.:1124	1st Qu.: -17.000	
Median : -2.00	Median :1535	Median :1556	Median : -5.000	
Mean : 12.64	Mean :1502	Mean :1536	Mean : 6.895	
3rd Qu.: 11.00	3rd Qu.:1940	3rd Qu.:1945	3rd Qu.: 14.000	
Max. :1301.00	Max. :2400	Max. :2359	Max. :1272.000	
NA's :8255	NA's :8713	NA's :9430		
carrier	flight	tailnum	origin	
Length:336776	Min. : 1	Length:336776	Length:336776	
Class :character	1st Qu.: 553	Class :character	Class :character	
Mode :character	Median :1496	Mode :character	Mode :character	
	Mean :1972			
	3rd Qu.:3465			
	Max. :8500			
dest	air_time	distance	hour	
Length:336776	Min. : 20.0	Min. : 17	Min. : 1.00	
Class :character	1st Qu.: 82.0	1st Qu.: 502	1st Qu.: 9.00	
Mode :character	Median :129.0	Median : 872	Median :13.00	
	Mean :150.7	Mean :1040	Mean :13.18	
	3rd Qu.:192.0	3rd Qu.:1389	3rd Qu.:17.00	
	Max. :695.0	Max. :4983	Max. :23.00	
	NA's :9430			
minute	time_hour			
Min. : 0.00	Min. :2013-01-01 05:00:00.00			
1st Qu.: 8.00	1st Qu.:2013-04-04 13:00:00.00			
Median :29.00	Median :2013-07-03 10:00:00.00			
Mean :26.23	Mean :2013-07-03 05:22:54.64			
3rd Qu.:44.00	3rd Qu.:2013-10-01 07:00:00.00			
Max. :59.00	Max. :2013-12-31 23:00:00.00			

Most of our analysis is based on how other variables and datasets affect and compare to the flights dataset. We are seeing how the arrival time, departure delay time, departure time, arrival delay time, and other variables are affected.

```
#flights that were not canceled ## We will be using these the not_canceled data for the rest of the EDA
```

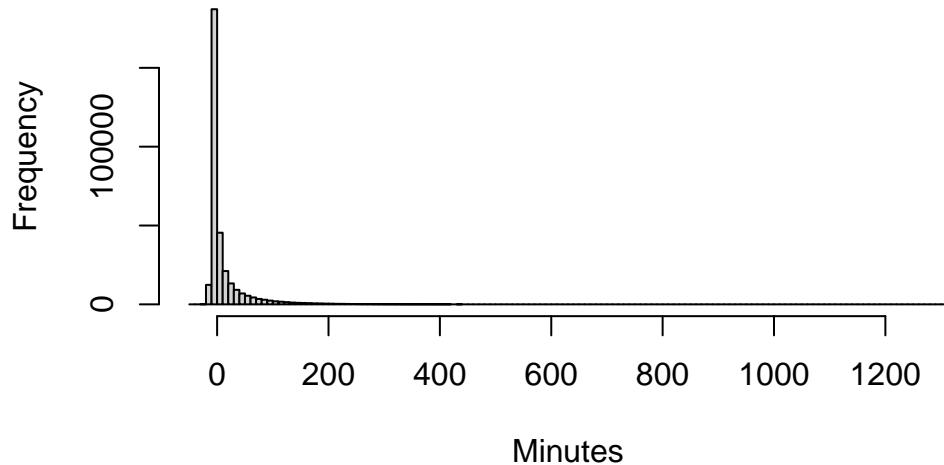
```
not_canceled <- filter(flights, !is.na(dep_delay), !is.na(arr_delay))  
not_canceled
```

```
# A tibble: 327,346 x 19  
  year month   day dep_time sched_dep_time dep_delay arr_time sched_arr_time  
  <int> <int> <int>     <int>          <int>    <dbl>    <int>        <int>  
1 2013     1     1      517            515       2     830        819  
2 2013     1     1      533            529       4     850        830  
3 2013     1     1      542            540       2     923        850  
4 2013     1     1      544            545      -1    1004       1022  
5 2013     1     1      554            600      -6     812        837  
6 2013     1     1      554            558      -4     740        728  
7 2013     1     1      555            600      -5     913        854  
8 2013     1     1      557            600      -3     709        723  
9 2013     1     1      557            600      -3     838        846  
10 2013    1     1      558            600     -2     753        745  
# i 327,336 more rows  
# i 11 more variables: arr_delay <dbl>, carrier <chr>, flight <int>,  
#   tailnum <chr>, origin <chr>, dest <chr>, air_time <dbl>, distance <dbl>,  
#   hour <dbl>, minute <dbl>, time_hour <dttm>
```

```
#Basic delay analysis ## Distribution and Proportion of delayed flights that were not canceled
```

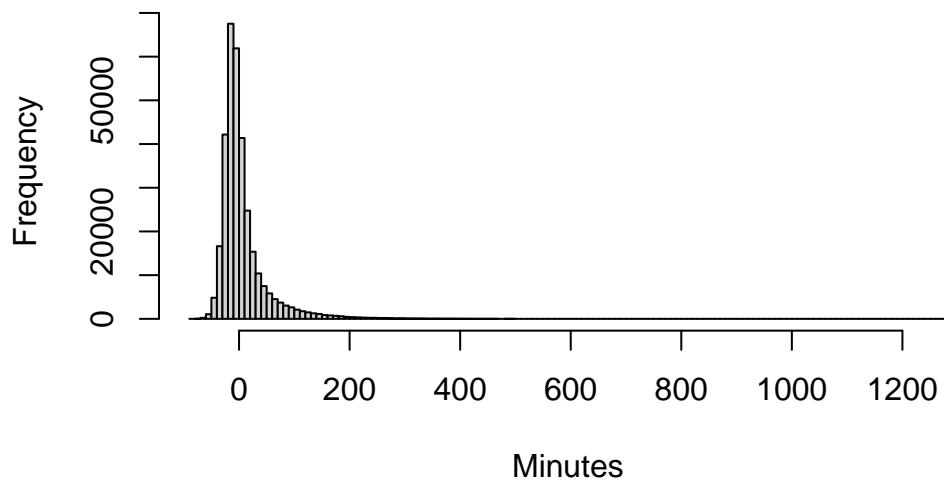
```
#histograms  
hist(not_canceled$dep_delay, breaks=100, main = "Departure Delays", xlab = "Minutes")
```

Departure Delays



```
hist(not_canceled$arr_delay, breaks=100, main ="Arrival Delays", xlab = "Minutes")
```

Arrival Delays



```

#proportions
mean(not_canceled$dep_delay>0, na.rm=TRUE)

[1] 0.3902446

mean(not_canceled$arr_delay>0, na.rm=TRUE)

[1] 0.4063101

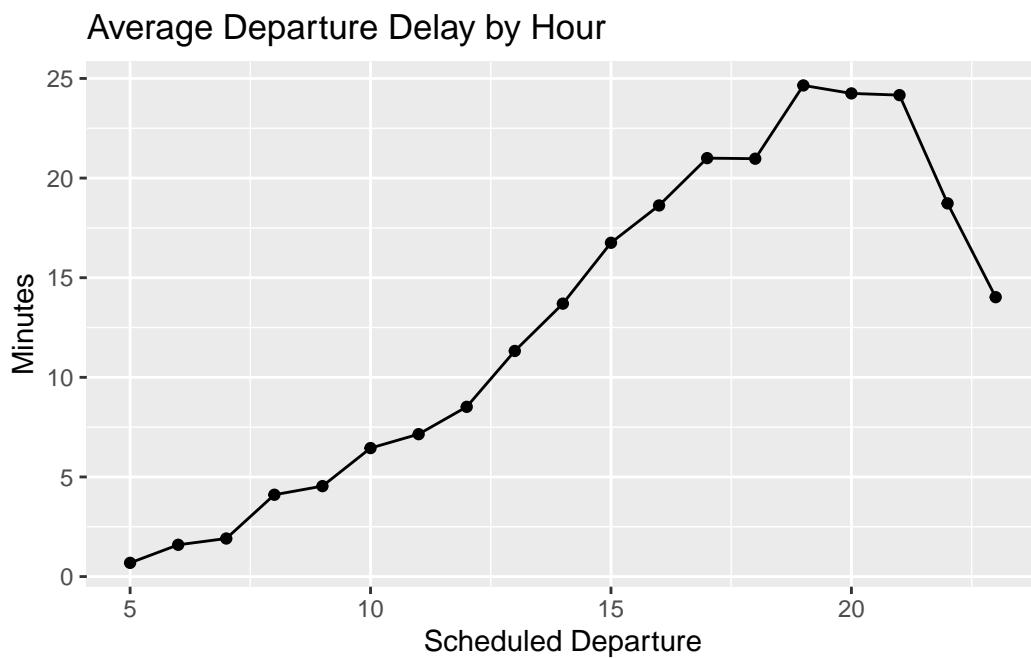
#most of the departure delays do not go over 200 minutes and the arrival delays have very few delays past 200 minutes.

#Delay patterns

#convert time to hours
not_canceled$dep_hour <- floor(not_canceled$sched_dep_time/100)
not_canceled$arr_hour <- floor(not_canceled$sched_arr_time/100)

#plot
not_canceled |>
  group_by(dep_hour) |>
  summarize(mean_dep_delay = mean(dep_delay, na.rm=TRUE)) |>
  ggplot(aes(x=dep_hour, y =mean_dep_delay))+
  geom_line()+
  geom_point()+
  labs(title = "Average Departure Delay by Hour", x="Scheduled Departure", y="Minutes")

```



#We can see that many of the delays happen further in the day and peak at about 18 hours and then it descends from there.

#Delays by Airport

```
not_canceled |>
  group_by(origin) |>
  summarize(avg_dep_delay= mean(dep_delay, na.rm=TRUE), avg_arr_delay= mean(arr_delay, na.rm=TRUE))
```

```
# A tibble: 3 x 3
  origin avg_dep_delay avg_arr_delay
  <chr>      <dbl>          <dbl>
1 EWR           15.0          9.11
2 JFK           12.0          5.55
3 LGA           10.3          5.78
```

#EWR has the highest average departure and arrival delay followed by JFK and then LGA

#Ranking airlines by delay

```
not_canceled|>
  group_by(carrier) |>
  summarize(avg_dep_delay = mean(dep_delay, na.rn=TRUE)) |>
  arrange(desc(avg_dep_delay))
```

```
# A tibble: 16 x 2
  carrier avg_dep_delay
  <chr>      <dbl>
1 F9         20.2
2 EV         19.8
3 YV         18.9
4 FL         18.6
5 WN         17.7
6 9E         16.4
7 B6         13.0
8 VX         12.8
9 OO         12.6
10 UA        12.0
11 MQ        10.4
12 DL        9.22
13 AA        8.57
14 AS        5.83
15 HA        4.90
16 US        3.74
```

#F9 has the highest average departure delay at 20 hours.

#Check to see if the flights that were delayed made up the time in the air

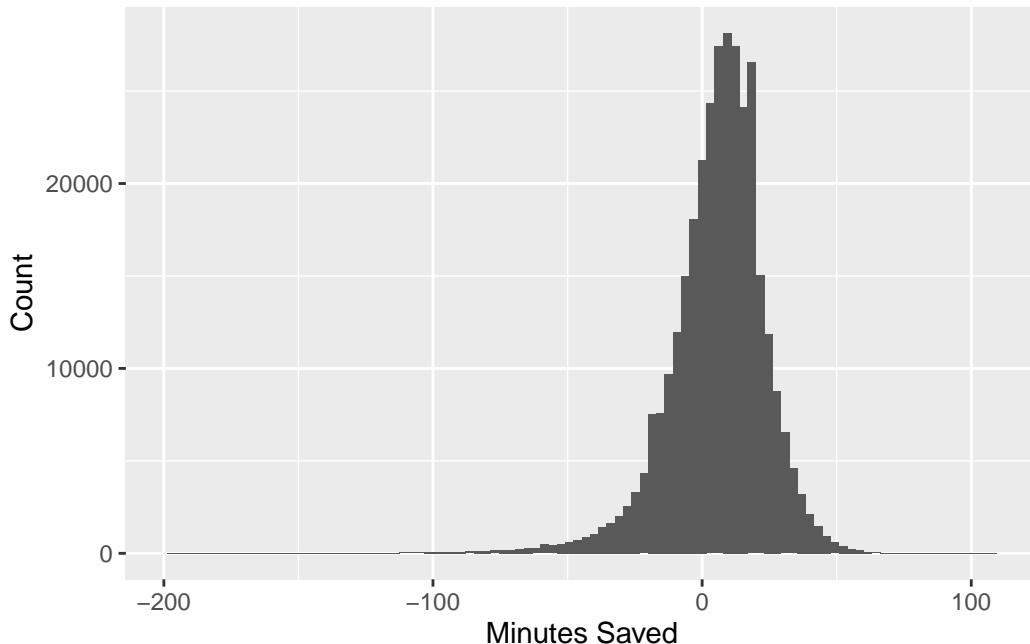
```

not_canceled|>
  mutate(made_up_time = dep_delay - arr_delay)|>
  ggplot(aes(x=made_up_time))+  

  geom_histogram(bins=100)+  

  labs(title="Made up Time in Air", x= "Minutes Saved", y="Count")

```



#We can see that the majority of the flights did not save any minutes on the arrival delay and actually ended up being delayed more. Some flights did in fact save minutes but it was less than 50% of all flights.

#Delays by Month

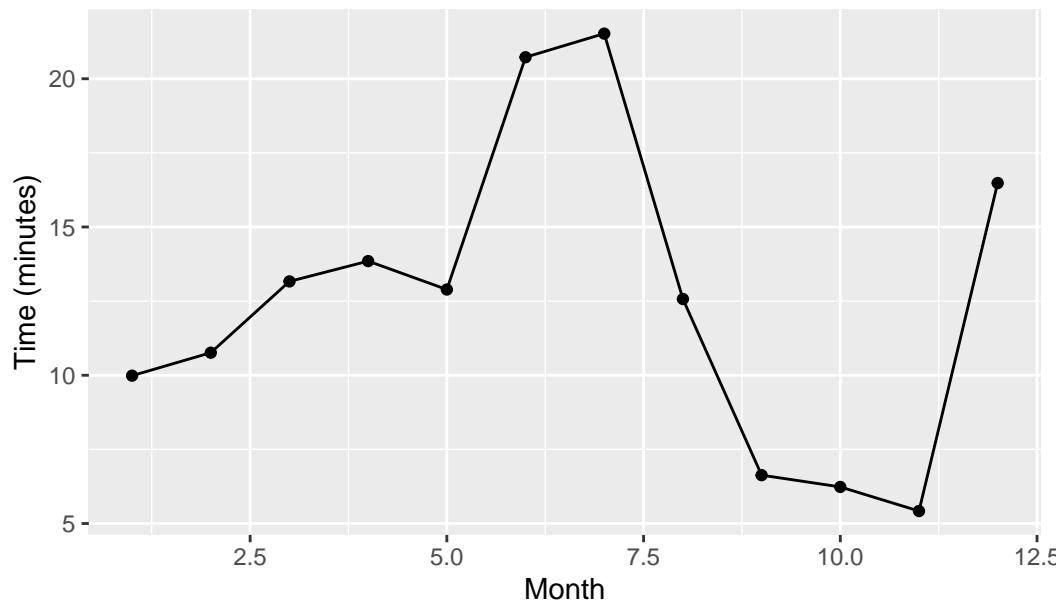
```

not_canceled|>
  group_by(month)|>
  summarize(mean_dep_delay=mean(dep_delay, na.rm=TRUE))|>
  ggplot(aes(x=month, y=mean_dep_delay))+  

  geom_line()+
  geom_point()+
  labs(title = "Monthly Departure Delays", x="Month", y="Time (minutes)")

```

Monthly Departure Delays

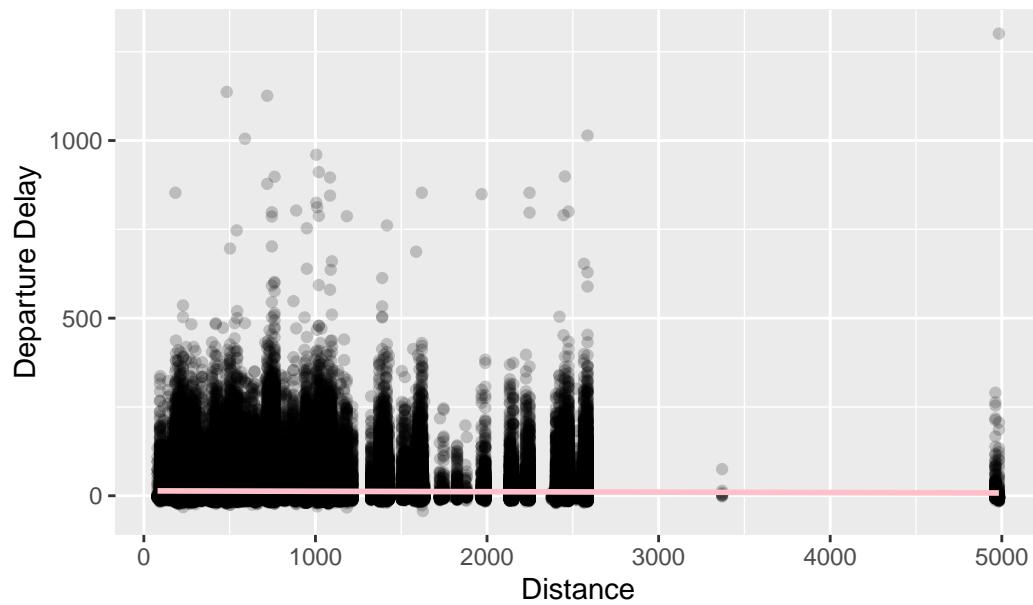


#we see that the majority of flights are delayed from May to mid July, and there is another peak at December. The months with the shorest delays are September and October.

#Does distance affect the amount of delays?

```
ggplot(not_canceled, aes(x=distance, y=dep_delay))+
  geom_point(alpha=0.2)+
  geom_smooth(method = "lm", se=TRUE,color= "Pink")+
  labs(title = "Distance vs Departure Delay", x="Distance", y="Departure Delay")  
  
`geom_smooth()` using formula = 'y ~ x'
```

Distance vs Departure Delay



#We can see that there is not much of an effect of Distance on Departure delay.

#Flights traveled the longest by distance

```
longest_Distance <- not_canceled|>
arrange(desc(distance))|>
select(carrier, origin, dest)
longest_Distance
```

```
# A tibble: 327,346 x 3
  carrier origin dest
  <chr>   <chr>  <chr>
1 HA      JFK    HNL
2 HA      JFK    HNL
3 HA      JFK    HNL
4 HA      JFK    HNL
5 HA      JFK    HNL
6 HA      JFK    HNL
7 HA      JFK    HNL
8 HA      JFK    HNL
9 HA      JFK    HNL
10 HA     JFK    HNL
# i 327,336 more rows
```

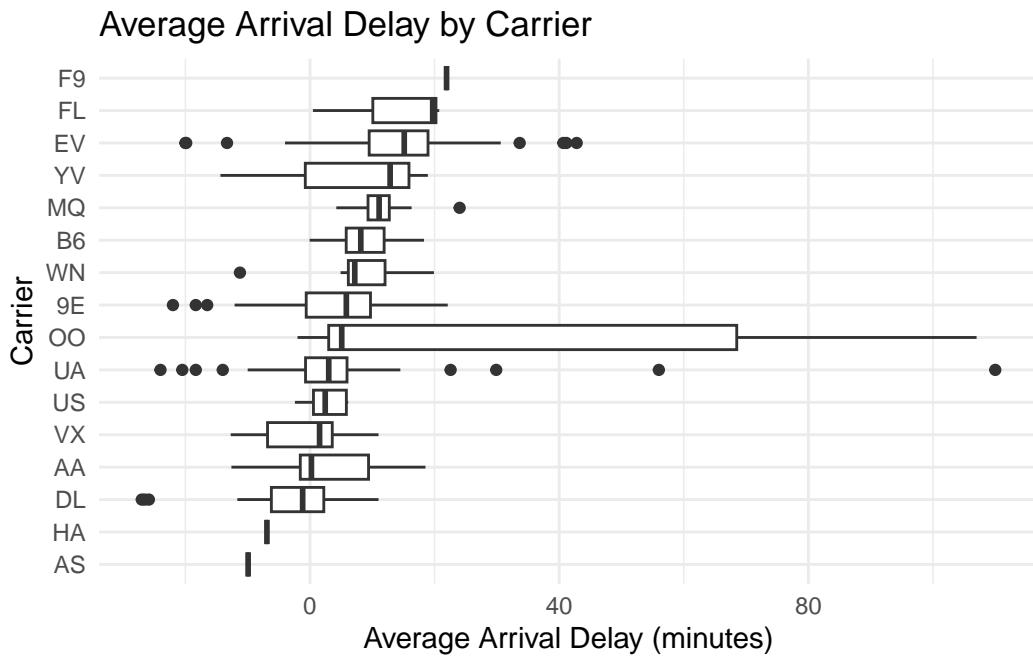
#We see that HA is the carrier with the longest flights and they all start at JFK airport and land at HNL.

```
#arrival delays per carrier
```

```
carrier_Dest<-not_canceled |>
  group_by(carrier, dest) |>
  summarize(avg_arr_Delay = mean(arr_delay, na.rm= TRUE), .group= "drop")
```

`summarise()` has grouped output by 'carrier'. You can override using the `groups` argument.

```
ggplot(carrier_Dest, aes(x = reorder(carrier, avg_arr_Delay, median), y= avg_arr_Delay))+
  geom_boxplot()+
  coord_flip()+
  labs(title = "Average Arrival Delay by Carrier",x = "Carrier", y= "Average Arrival Delay (minutes)")+
  theme_minimal()
```



Weather Dataset EDA

Missing values per column:

origin	year	month	day	hour	temp	dewp
0	0	0	0	0	1	1
1	460	4	20778	0	2729	0

```
time_hour  
0
```

Column types and structure:

```
Rows: 26,115  
Columns: 15  
# origin      <chr> "EWR", "EWR", "EWR", "EWR", "EWR", "EWR", "EWR", "EWR"  
# year        <int> 2013, 2013, 2013, 2013, 2013, 2013, 2013, 2013, ~  
# month       <int> 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, ~  
# day         <int> 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, ~  
# hour         <int> 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, ~  
# temp        <dbl> 39.02, 39.02, 39.02, 39.92, 39.02, 37.94, 39.02, 39.92, 39.~  
# dewp        <dbl> 26.06, 26.96, 28.04, 28.04, 28.04, 28.04, 28.04, 28.04, 28.~  
# humid        <dbl> 59.37, 61.63, 64.43, 62.21, 64.43, 67.21, 64.43, 62.21, 62.~  
# wind_dir     <dbl> 270, 250, 240, 250, 260, 240, 240, 250, 260, 260, 260, 330, ~  
# wind_speed   <dbl> 10.35702, 8.05546, 11.50780, 12.65858, 12.65858, 11.50780, ~  
# wind_gust    <dbl> NA, 20.~  
# precip       <dbl> 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, ~  
# pressure     <dbl> 1012.0, 1012.3, 1012.5, 1012.2, 1011.9, 1012.4, 1012.2, 101~  
# visib        <dbl> 10, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10, ~  
# time_hour    <dttm> 2013-01-01 01:00:00, 2013-01-01 02:00:00, 2013-01-01 03:00~  
# A tibble: 26,115 x 15  
  origin year month day hour temp dewp humid wind_dir wind_speed  
  <chr>  <int> <int> <int> <int> <dbl> <dbl> <dbl> <dbl> <dbl>  
1 EWR    2013    1     1     1   39.0  26.1  59.4    270   10.4  
2 EWR    2013    1     1     2   39.0  27.0  61.6    250   8.06  
3 EWR    2013    1     1     3   39.0  28.0  64.4    240   11.5  
4 EWR    2013    1     1     4   39.9  28.0  62.2    250   12.7  
5 EWR    2013    1     1     5   39.0  28.0  64.4    260   12.7  
6 EWR    2013    1     1     6   37.9  28.0  67.2    240   11.5  
7 EWR    2013    1     1     7   39.0  28.0  64.4    240   15.0  
8 EWR    2013    1     1     8   39.9  28.0  62.2    250   10.4  
9 EWR    2013    1     1     9   39.9  28.0  62.2    260   15.0  
10 EWR   2013    1     1    10   41.0  28.0  59.6    260   13.8  
# i 26,105 more rows  
# i 5 more variables: wind_gust <dbl>, precip <dbl>, pressure <dbl>, ~  
#   visib <dbl>, time_hour <dttm>
```

First few rows:

```
# A tibble: 6 x 15  
  origin year month day hour temp dewp humid wind_dir wind_speed wind_gust  
  <chr>  <int> <int> <int> <int> <dbl> <dbl> <dbl> <dbl> <dbl> <dbl>  
1 EWR    2013    1     1     1   39.0  26.1  59.4    270   10.4      NA  
2 EWR    2013    1     1     2   39.0  27.0  61.6    250   8.06     NA
```

```

3 EWR    2013     1     1     3 39.0 28.0 64.4      240     11.5     NA
4 EWR    2013     1     1     4 39.9 28.0 62.2      250     12.7     NA
5 EWR    2013     1     1     5 39.0 28.0 64.4      260     12.7     NA
6 EWR    2013     1     1     6 37.9 28.0 67.2      240     11.5     NA
# i 4 more variables: precip <dbl>, pressure <dbl>, visib <dbl>,
#   time_hour <dttm>

```

Summary statistics:

	origin	year	month	day
Length:	26115	Min. :2013	Min. : 1.000	Min. : 1.00
Class :	character	1st Qu.:2013	1st Qu.: 4.000	1st Qu.: 8.00
Mode :	character	Median :2013	Median : 7.000	Median :16.00
		Mean :2013	Mean : 6.504	Mean :15.68
		3rd Qu.:2013	3rd Qu.: 9.000	3rd Qu.:23.00
		Max. :2013	Max. :12.000	Max. :31.00
	hour	temp	dewp	humid
Min. :	0.00	Min. : 10.94	Min. :-9.94	Min. : 12.74
1st Qu.:	6.00	1st Qu.: 39.92	1st Qu.:26.06	1st Qu.: 47.05
Median :	11.00	Median : 55.40	Median :42.08	Median : 61.79
Mean :	11.49	Mean : 55.26	Mean :41.44	Mean : 62.53
3rd Qu.:	17.00	3rd Qu.: 69.98	3rd Qu.:57.92	3rd Qu.: 78.79
Max. :	23.00	Max. :100.04	Max. :78.08	Max. :100.00
NA's :	1	NA's :1	NA's :1	NA's :1
	wind_dir	wind_speed	wind_gust	precip
Min. :	0.0	Min. : 0.000	Min. :16.11	Min. :0.000000
1st Qu.:	120.0	1st Qu.: 6.905	1st Qu.:20.71	1st Qu.:0.000000
Median :	220.0	Median : 10.357	Median :24.17	Median :0.000000
Mean :	199.8	Mean : 10.518	Mean :25.49	Mean :0.004469
3rd Qu.:	290.0	3rd Qu.: 13.809	3rd Qu.:28.77	3rd Qu.:0.000000
Max. :	360.0	Max. :1048.361	Max. :66.75	Max. :1.210000
NA's :	460	NA's :4	NA's :20778	
	pressure	visib	time_hour	
Min. :	983.8	Min. : 0.000	Min. :2013-01-01 01:00:00.0	
1st Qu.:	1012.9	1st Qu.:10.000	1st Qu.:2013-04-01 21:30:00.0	
Median :	1017.6	Median :10.000	Median :2013-07-01 14:00:00.0	
Mean :	1017.9	Mean : 9.255	Mean :2013-07-01 18:26:37.7	
3rd Qu.:	1023.0	3rd Qu.:10.000	3rd Qu.:2013-09-30 13:00:00.0	
Max. :	1042.1	Max. :10.000	Max. :2013-12-30 18:00:00.0	
NA's :	2729			

```

# Related Questions from our Proposal:
# --- How do weather conditions affect flight delays?
# --- How do environmental factors like humidity, visibility, and wind affect flight delays?
# --- What impact does precipitation have on specific airports and weather-related delays?

```

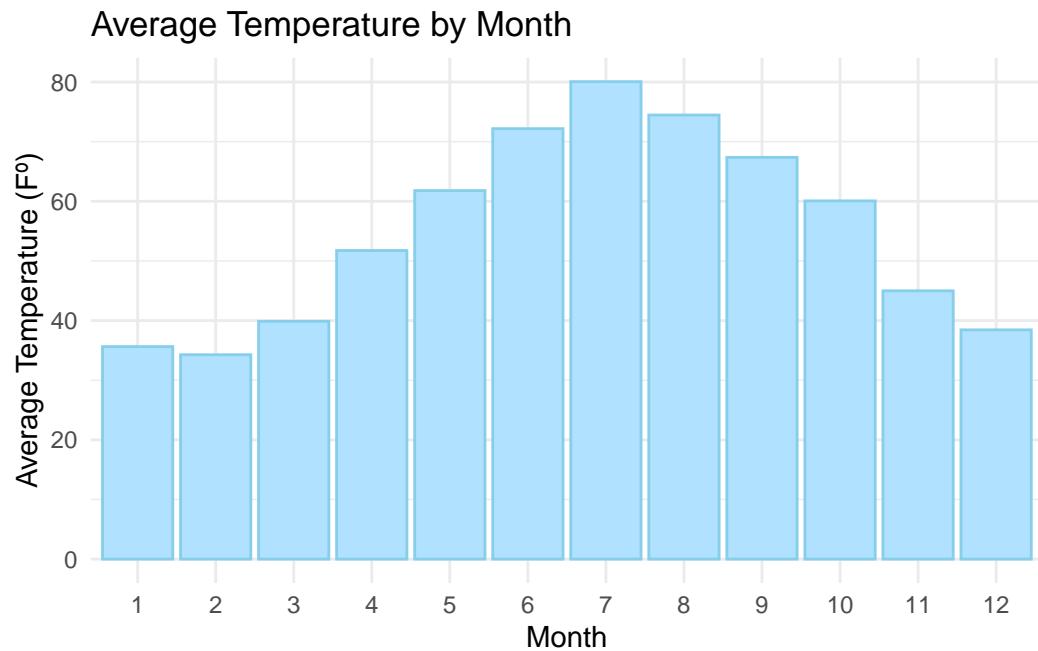
```

# Average Temperature by Month
# --- We can see that the average temperature ranges from about 70-80° in the summer, and 35-40° in t
# --- When answering our research questions, we can see if there is a correlation between summer/wint

monthlyavgtemp <- weather %>%
  group_by(month) %>%
  summarise(monthlyavgtemp = mean(temp, na.rm = TRUE))

ggplot(data = monthlyavgtemp,
       aes(x = factor(month), y = monthlyavgtemp)) +
  geom_col(color = "skyblue", fill = "lightskyblue1") +
  labs(title = "Average Temperature by Month",
       x = "Month",
       y = "Average Temperature (F°)") +
  theme_minimal()

```



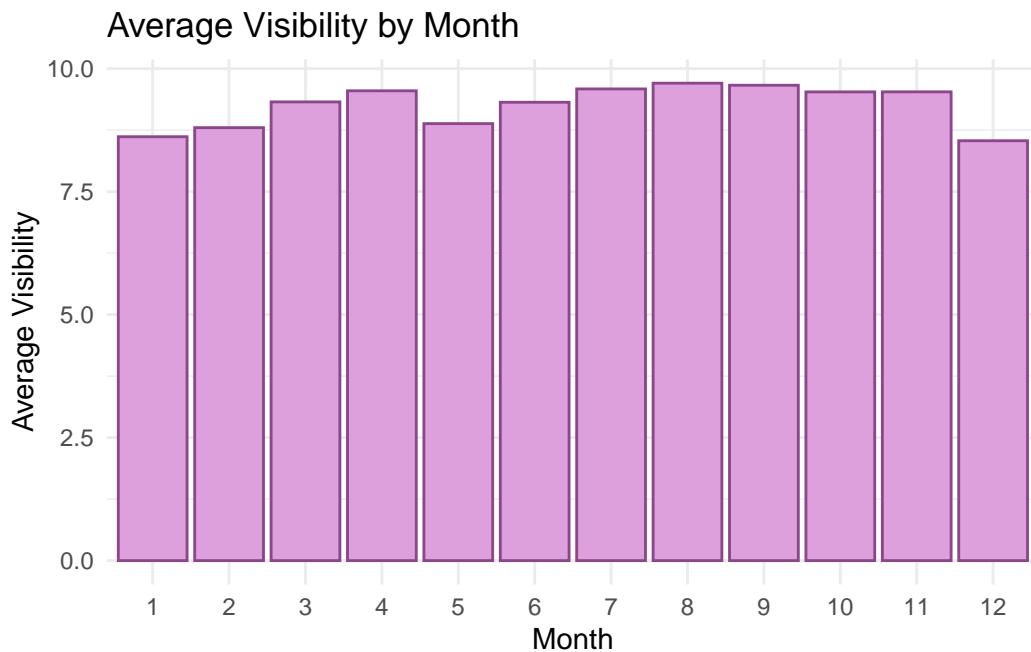
```

# Average Visibility by Month
# --- The average visibility does not greatly vary by month looking at the average value. However, we
# --- Looking at the boxplots, we can see that there are a lot of outliers. Removing these outliers a
# --- When answering our research questions, we can compare the average visibility during flight dela

monthlyavgvisib <- weather %>%
  group_by(month) %>%
  summarise(monthlyavgvisib = mean(visib, na.rm = TRUE))

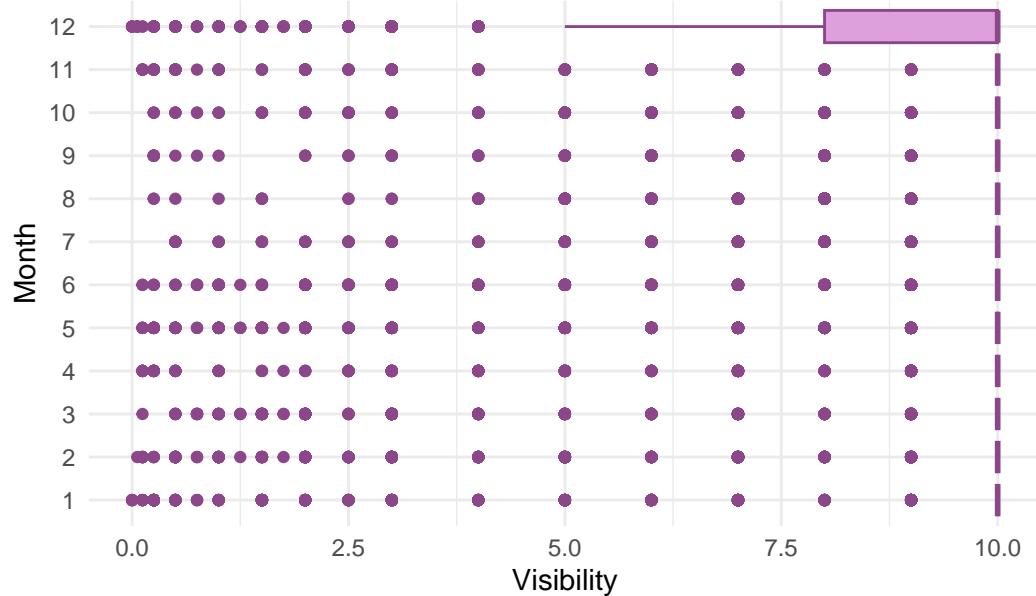
```

```
ggplot(data = monthlyavgvisib) +
  geom_col(aes(x = factor(month), y = monthlyavgvisib),
           color = "orchid4", fill = "plum") +
  labs(title = "Average Visibility by Month",
       x = "Month",
       y = "Average Visibility") +
  theme_minimal()
```



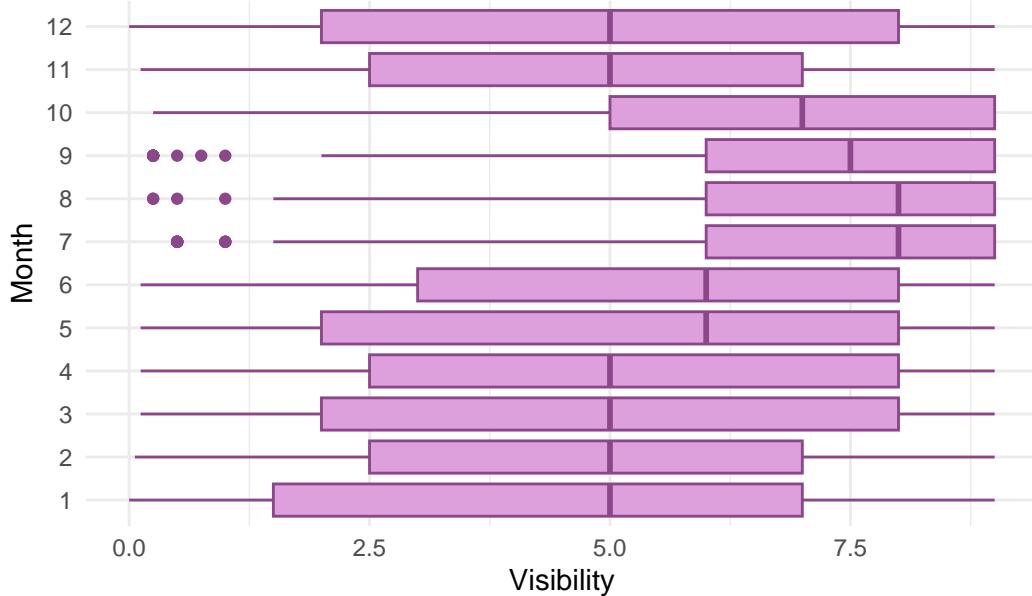
```
ggplot(weather, aes(x = factor(month), y = visib)) +
  geom_boxplot(fill = "plum", color = "orchid4") +
  labs(title = "Distribution of Visibility by Month",
       x = "Month",
       y = "Visibility") +
  coord_flip() +
  theme_minimal()
```

Distribution of Visibility by Month



```
ggplot(filter(weather, visib < 10), aes(x = factor(month), y = visib)) +  
  geom_boxplot(fill = "plum", color = "orchid4") +  
  labs(title = "Distribution of Visibility < 10 by Month",  
       x = "Month",  
       y = "Visibility") +  
  coord_flip() +  
  theme_minimal()
```

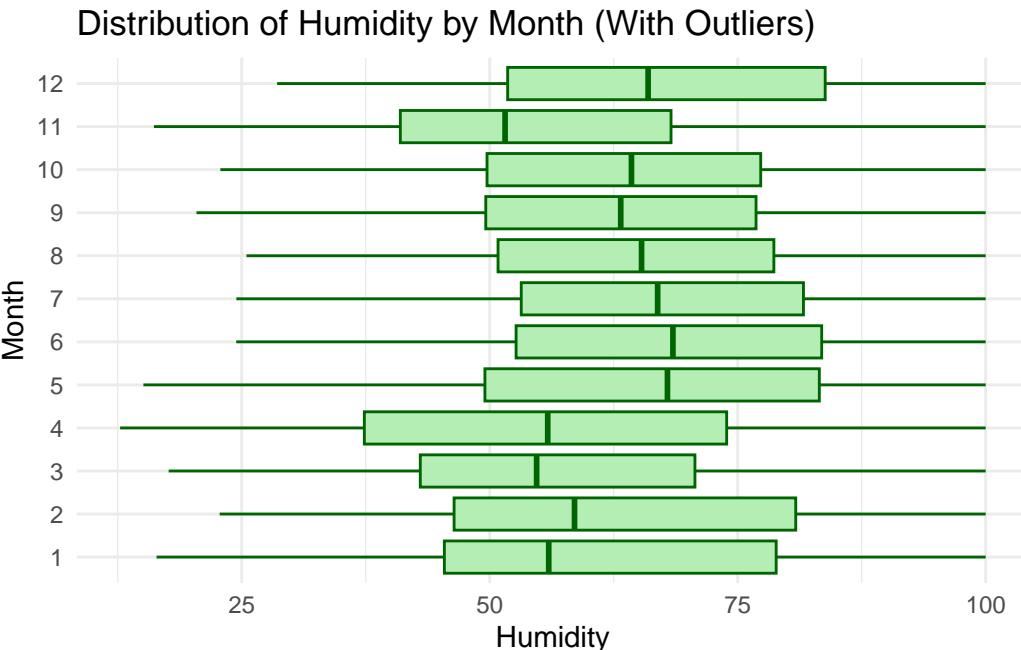
Distribution of Visibility < 10 by Month



```
# Distribution of Humidity by Month
# --- The distribution of humidity varies by month, but there does not seem to be significant difference
# --- We can further explore the role of humidity by comparing it to other weather variables and flight delays

ggplot(weather, aes(x = factor(month), y = humid)) +
  geom_boxplot(fill = "darkseagreen2", color = "darkgreen") +
  labs(title = "Distribution of Humidity by Month (With Outliers)",
       x = "Month",
       y = "Humidity") +
  coord_flip() +
  theme_minimal()
```

Warning: Removed 1 row containing non-finite outside the scale range
(`stat_boxplot()`).

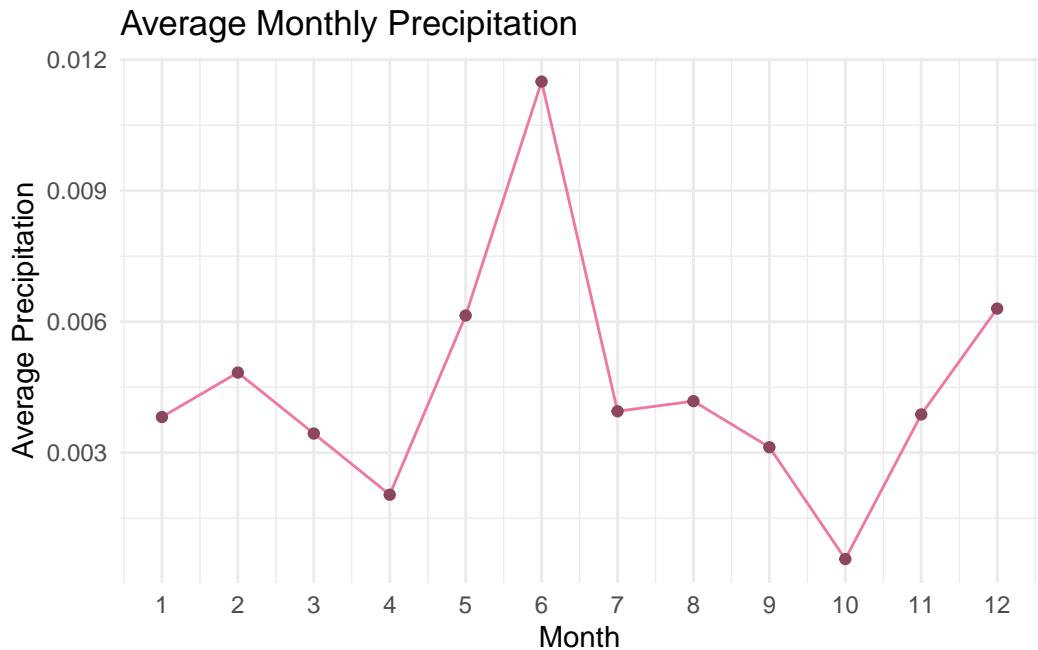


```

# Precipitation by Month
# --- The average precipitation for each month varies greatly. We can see that spring months have the
# --- When answering our research question, we can see if greater precipitation correlates to flight

monthlyprecip <- weather %>%
  group_by(month) %>%
  summarise(avgmonthlyprecip = mean(precip, na.rm = TRUE))

ggplot(monthlyprecip, aes(x = month, y = avgmonthlyprecip)) +
  geom_line(color = "palevioletred2") +
  geom_point(color = "palevioletred4") +
  labs(title = "Average Monthly Precipitation",
       x = "Month",
       y = "Average Precipitation") +
  scale_x_continuous(breaks = 1:12) +
  theme_minimal()
  
```



```
# Correlation Between Variables
# --- We can explore the correlation between different weather variables and see how they may work together

cor(weather$precip, weather$visib, use = "complete.obs")
```

```
[1] -0.3199118
```

```
cor(weather$humid, weather$visib, use = "complete.obs")
```

```
[1] -0.5167424
```

Analysis Approach Plan

Assumptions: All variables are independent

The process of analysis will involve data cleaning after forming our question, basic exploration of the data, comparison of certain datasets with other datasets, visualization of the data, and an interpretation of the data/results. Cleaning of the data will deal with tasks like handling empty cells/columns and NA values. When it comes to exploratory data analysis, we plan on using tools such as histograms and boxplots to gain an understanding of the data and identify patterns and relationships. The statistical analysis that we plan on performing with the data will most likely involve making comparisons between groups to compare airlines, times, and other metrics to make our overall claim. For example, we might be comparing trends in time performance by weeks or month between different airlines to gain a better understanding of how differences in airlines affect delays. In terms of data visualization, we will most likely be using line graphs for trends over time when it comes to comparing flight time under different variables and heatmaps/scatterplots for flight delays to help communicate our findings. Finally, interpretation of the data will involve us answering the proposed question by summarizing our statistics/findings as well as through the presentation of graphical evidence.

Analysis:

Question 4: Does the age of the plane affect flight delays?

Within this main question we will perform hypothesis tests to answer the two following sub-questions:

1. Do older planes experience more delays compared to newer ones?

H_0 : There is no difference in the distribution of arrival delays across the different plane age groups.

H_1 : At least one plane age group has a different distribution of arrival delays compared to the others.

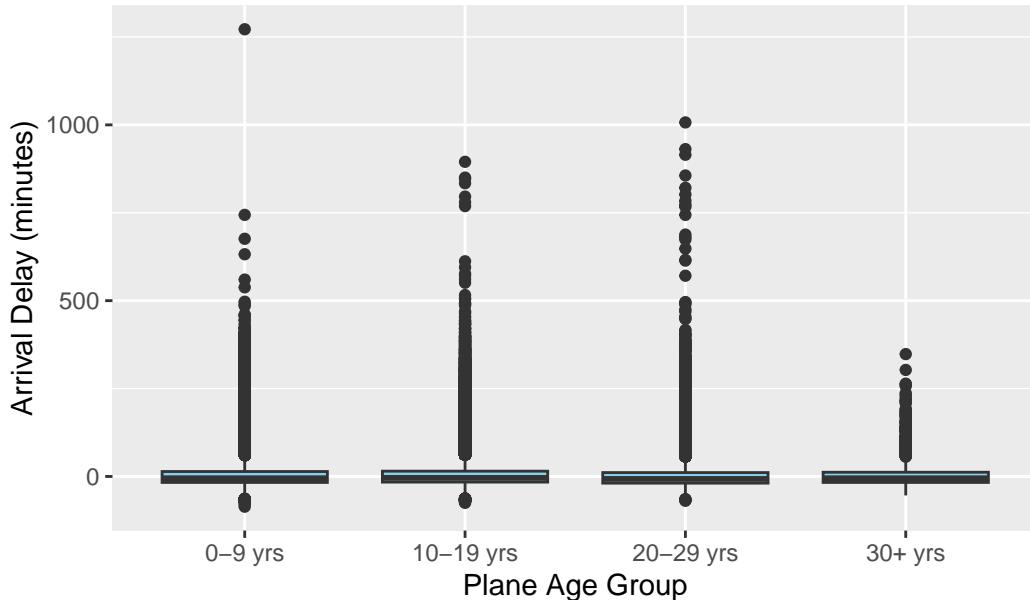
```
# Join flights with planes to get plane manufacture year
planes_fixed <- planes %>%
  rename(plane_year = year)

flights_planes <- flights %>%
  inner_join(planes %>% rename(plane_year = year), by = "tailnum") %>%
  filter(!is.na(plane_year), !is.na(arr_delay)) %>%
  mutate(
    plane_age = 2013 - plane_year,
    age_group = case_when(
      plane_age < 10 ~ "0-9 yrs",
      plane_age < 20 ~ "10-19 yrs",
      plane_age < 30 ~ "20-29 yrs",
      TRUE ~ "30+ yrs"
    )
  )

head(flights_planes)
```

```
# A tibble: 6 x 29
  year month   day dep_time sched_dep_time dep_delay arr_time sched_arr_time
  <int> <int> <int>     <int>          <int>    <dbl>     <int>        <int>
1 2013     1     1      517            515       2     830        819
2 2013     1     1      533            529       4     850        830
3 2013     1     1      542            540       2     923        850
4 2013     1     1      544            545      -1    1004       1022
5 2013     1     1      554            600      -6     812        837
6 2013     1     1      554            558      -4     740        728
# i 21 more variables: arr_delay <dbl>, carrier <chr>, flight <int>,
# tailnum <chr>, origin <chr>, dest <chr>, air_time <dbl>, distance <dbl>,
# hour <dbl>, minute <dbl>, time_hour <dttm>, plane_year <int>, type <chr>,
# manufacturer <chr>, model <chr>, engines <int>, seats <int>, speed <int>,
# engine <chr>, plane_age <dbl>, age_group <chr>
```

Arrival Delay by Plane Age Group



The boxplot shows that arrival delays are fairly similar across all plane age groups, with comparable medians and interquartile ranges. While each group has extreme outliers, there is no clear visual trend suggesting that older planes experience more delays than newer ones. We will run a hypothesis test to further our findings.

```
flights_planes$age_group <- as.factor(flights_planes$age_group)

summary_stats <- flights_planes %>%
  group_by(age_group) %>%
```

```

    summarise(
      mean_delay = mean(arr_delay, na.rm = TRUE),
      count = n()
    )
  print(summary_stats)

# A tibble: 4 x 3
  age_group mean_delay count
  <fct>        <dbl>  <int>
1 0-9 yrs      7.36 103366
2 10-19 yrs     7.61 133479
3 20-29 yrs     4.00 35412
4 30+ yrs       5.54  1596

# Normality test with sample per group
set.seed(123)
normality_test <- flights_planes %>%
  group_by(age_group) %>%
  summarise(
    sample_delays = list(sample(arr_delay[!is.na(arr_delay)], min(5000, n()), replace = FALSE)),
    shapiro_p = shapiro.test(unlist(sample_delays))$p.value
  ) %>%
  select(-sample_delays)
print(normality_test)

# A tibble: 4 x 2
  age_group shapiro_p
  <fct>        <dbl>
1 0-9 yrs     5.81e-68
2 10-19 yrs   1.49e-69
3 20-29 yrs   4.87e-75
4 30+ yrs     2.11e-45

# Levene's Test for homogeneity of variances
leveneTest(arr_delay ~ age_group, data = flights_planes)

Levene's Test for Homogeneity of Variance (center = median)
  Df F value Pr(>F)
group      3 3.4683 0.01542 *
273849
---
Signif. codes:  0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1

# Since homogeneity is violated, run Kruskal-Wallis test (non-parametric)
kruskal.test(arr_delay ~ age_group, data = flights_planes)

```

```

Kruskal-Wallis rank sum test

data: arr_delay by age_group
Kruskal-Wallis chi-squared = 514.57, df = 3, p-value < 2.2e-16

# post-hoc test for Kruskal-Wallis (Dunn test) if significant
dunn.test(flights_planes$arr_delay, flights_planes$age_group, method = "bonferroni")

Kruskal-Wallis rank sum test

data: x and group
Kruskal-Wallis chi-squared = 514.566, df = 3, p-value = 0

Comparison of x by group
(Bonferroni)

Col Mean-|
Row Mean | 0-9 yrs   10-19 yr   20-29 yr
-----+-----
10-19 yr | -2.397838
           | 0.0495
           |
20-29 yr | 19.95894   22.22150
           | 0.0000*   0.0000*
           |
30+ yrs  | 0.872657   1.268699  -3.942415
           | 1.0000    0.6136    0.0002*
           |

alpha = 0.05
Reject Ho if p <= alpha/2

```

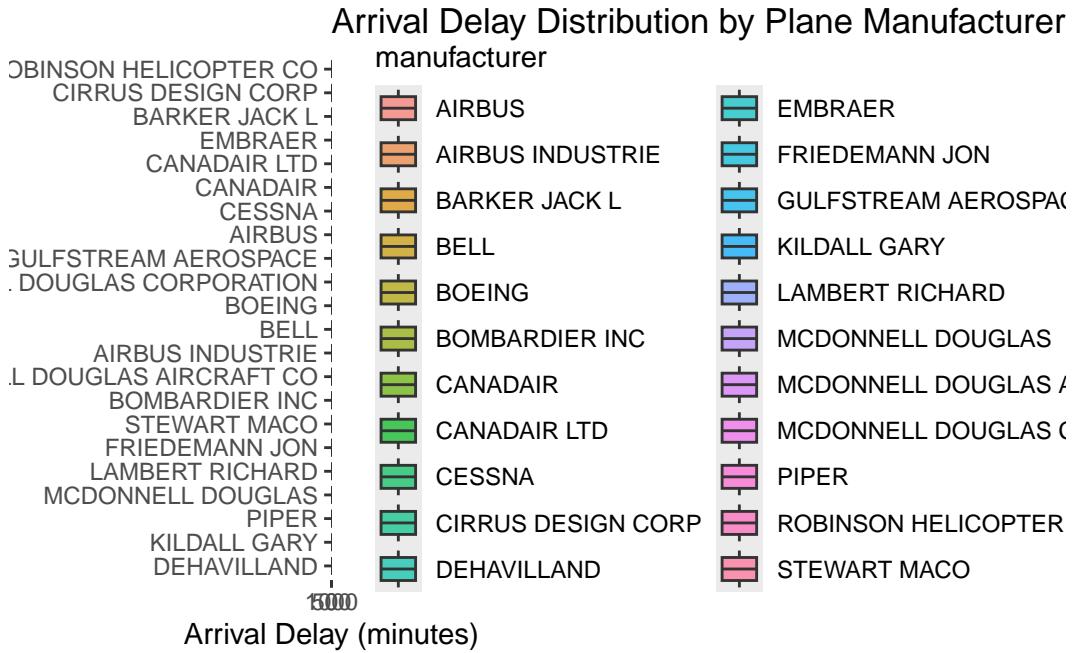
The Kruskal-Wallis test revealed a highly significant difference in arrival delays across plane age groups ($p < 2.2e-16$), indicating that at least one group's delay distribution differs from the others. Post-hoc pairwise comparisons using Dunn's test with Bonferroni correction showed that planes aged 20–29 years experience significantly different delay patterns compared to both the 0–9 and 10–19 year groups (adjusted p-values < 0.001). Additionally, planes aged 30+ years differ significantly from the 20–29 year group (adjusted $p = 0.0002$), but do not differ significantly from the younger 0–9 or 10–19 year groups. The difference between the 10–19 and 0–9 year groups was borderline significant (adjusted $p = 0.0495$). In summary, planes aged 20–29 years tend to have notably different arrival delays compared to most other age groups, highlighting a possible link between this age range and on-time performance issues.

2. Are there specific plane models or manufacturers associated with better on-time performance?

H_0 : There is no difference in the distribution of arrival delays across different plane models or manufacturers.

H_1 : At least one plane model or manufacturer has a different distribution of arrival delays compared to the others.

```
flights_manufacturer <- flights %>%
  inner_join(planes, by = "tailnum") %>%
  filter(!is.na(manufacturer), !is.na(arr_delay)) %>%
  group_by(manufacturer) %>%
  filter(n() > 50)
```



```
# filter manufacturers with more than 50 flights
flights_manufacturer <- flights %>%
  inner_join(planes, by = "tailnum") %>%
  filter(!is.na(manufacturer), !is.na(arr_delay)) %>%
  group_by(manufacturer) %>%
  filter(n() > 50) %>%
  ungroup()

flights_manufacturer$manufacturer <- as.factor(flights_manufacturer$manufacturer)

# Normality test per manufacturer group
set.seed(123)
normality_test <- flights_manufacturer %>%
  group_by(manufacturer) %>%
  summarise(
    sample_delays = list(sample(arr_delay, min(5000, n()), replace = FALSE)),
    shapiro_p = shapiro.test(unlist(sample_delays))$p.value
```

```

) %>%
  select(-sample_delays)
print(normality_test)

# A tibble: 22 x 2
  manufacturer      shapiro_p
  <fct>            <dbl>
1 AIRBUS           1.03e-66
2 AIRBUS INDUSTRIE 1.17e-71
3 BARKER JACK L   1.20e-15
4 BELL             2.94e-11
5 BOEING           4.68e-67
6 BOMBARDIER INC  8.57e-69
7 CANADAIR         2.56e-47
8 CANADAIR LTD    1.16e-11
9 CESSNA           1.67e-30
10 CIRRUS DESIGN CORP 1.70e-22
# i 12 more rows

# Levene's Test for homogeneity of variance
leveneTest(arr_delay ~ manufacturer, data = flights_manufacturer)

Levene's Test for Homogeneity of Variance (center = median)
  Df F value    Pr(>F)
group  21 43.17 < 2.2e-16 ***
278672
---
Signif. codes:  0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1

# Kruskal-Wallis test
kruskal_result <- kruskal.test(arr_delay ~ manufacturer, data = flights_manufacturer)
print(kruskal_result)

Kruskal-Wallis rank sum test

data: arr_delay by manufacturer
Kruskal-Wallis chi-squared = 3770.9, df = 21, p-value < 2.2e-16

if (kruskal_result$p.value < 0.05) {
  dunn_result <- dunn.test(flights_manufacturer$arr_delay, flights_manufacturer$manufacturer, method =
    sig_comparisons <- data.frame(
      comparison = dunn_result$comparisons,
      p_value = dunn_result$P.adjusted
    ) %>%

```

```

filter(p_value < 0.05) %>%
arrange(p_value) %>%
slice_head(n = 5) %>% # Show only top 5
mutate(p_value = signif(p_value, 4)) # Optional: round p-values

cat("Kruskal-Wallis p-value:", signif(kruskal_result$p.value, 4), "\n")
cat("Significant differences found. Top 5 manufacturer pairs with different arrival delays:\n\n")
print(sig_comparisons, row.names = FALSE)

} else {
  cat("Kruskal-Wallis p-value:", signif(kruskal_result$p.value, 4), "\n")
  cat("No significant differences found among manufacturers.\n")
}

```

Kruskal-Wallis rank sum test

data: x and group
 Kruskal-Wallis chi-squared = 3770.9154, df = 21, p-value = 0

Comparison of x by group
 (Bonferroni)

Col Mean -	AIRBUS	AIRBUS I	BARKER J	BELL	BOEING	BOMBARDI
Row Mean						
AIRBUS I	9.931131					
	0.0000*					
BARKER J	-2.525521	-3.585438				
	1.0000	0.0389				
BELL	1.203695	0.669759	2.212547			
	1.0000	1.0000	1.0000			
BOEING	12.65471	0.975794	3.684397	-0.623082		
	0.0000*	1.0000	0.0265	1.0000		
BOMBARDI	11.68778	2.756355	3.919185	-0.498747	2.240740	
	0.0000*	0.6751	0.0103*	1.0000	1.0000	
CANADAIR	-6.410582	-8.948789	-0.123357	-2.490554	-9.256539	-9.683654
	0.0000*	0.0000*	1.0000	1.0000	0.0000*	0.0000*
CANADAIR	-1.781623	-2.429688	-0.203980	-2.063333	-2.488113	-2.635713
	1.0000	1.0000	1.0000	1.0000	1.0000	0.9697
CESSNA	-1.650045	-3.315613	1.250314	-1.651213	-3.475462	-3.835224
	1.0000	0.1056	1.0000	1.0000	0.0589	0.0145*

CIRRUS D	-2.501401	-3.640381	0.145408	-2.152896	-3.747300	-3.998451
	1.0000	0.0314	1.0000	1.0000	0.0206*	0.0074*
DEHAVILL	3.309480	2.783866	4.090625	1.515670	2.738733	2.614826
	0.1080	0.6204	0.0050*	1.0000	0.7124	1.0000
EMBRAER	-31.90230	-41.17496	-0.537743	-2.744796	-50.63987	-39.18125
	0.0000*	0.0000*	1.0000	0.6993	0.0000*	0.0000*
FRIEDEMA	0.149903	-0.353436	1.218851	-0.717146	-0.397816	-0.514335
	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
GULFSTRE	-1.424144	-2.879936	1.207840	-1.621899	-3.016807	-3.336904
	1.0000	0.4594	1.0000	1.0000	0.2950	0.0978
KILDALL	2.757056	2.276466	3.556354	1.245048	2.234952	2.122105
	0.6736	1.0000	0.0434	1.0000	1.0000	1.0000
LAMBERT	0.991503	0.501741	1.960196	-0.083066	0.458850	0.344931
	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
MCDONNEL	17.38324	13.29676	6.924364	1.102706	13.23871	11.77878
	0.0000*	0.0000*	0.0000*	1.0000	0.0000*	0.0000*
MCDONNEL	8.613098	2.774816	4.054407	-0.410345	2.380882	0.901520
	0.0000*	0.6379	0.0058*	1.0000	1.0000	1.0000
MCDONNEL	2.534726	0.188565	3.360667	-0.611980	-0.017347	-0.556644
	1.0000	1.0000	0.0898	1.0000	1.0000	1.0000
PIPER	4.547819	3.713007	5.146813	1.439755	3.643210	3.443095
	0.0006*	0.0237*	0.0000*	1.0000	0.0311	0.0664
ROBINSON	-2.003523	-3.126982	0.463251	-1.948603	-3.231432	-3.481042
	1.0000	0.2040	1.0000	1.0000	0.1423	0.0577
STEWART	1.799910	1.310077	2.694919	0.513029	1.267453	1.153014
	1.0000	1.0000	0.8132	1.0000	1.0000	1.0000
Col Mean						
Row Mean	CANADAIR	CANADAIR	CESSNA	CIRRUS D	DEHAVILL	EMBRAER
-----	-----	-----	-----	-----	-----	-----
CANADAIR	-0.152935					
	1.0000					
CESSNA	2.139120	1.064927				
	1.0000	1.0000				
CIRRUS D	0.326588	0.313165	-1.138783			
	1.0000	1.0000	1.0000			

DEHAVILL	4.536502 0.0007*	3.695902 0.0253	3.656535 0.0295	4.056727 0.0057*		
EMBRAER	-0.979205 1.0000	-0.089631 1.0000	-3.171492 0.1752	-0.791015 1.0000	-4.826300 0.0002*	
FRIEDEMA	1.385788 1.0000	1.211819 1.0000	0.620677 1.0000	1.148166 1.0000	-2.182791 1.0000	1.602771 1.0000
GULFSTRE	1.950500 1.0000	1.050907 1.0000	0.013166 1.0000	1.096731 1.0000	-3.600436 0.0367	2.786985 0.6145
KILDALL	3.896446 0.0113*	3.278208 0.1207	3.109032 0.2168	3.515032 0.0508	-0.198882 1.0000	4.143972 0.0039*
LAMBERT	2.180970 1.0000	1.866283 1.0000	1.417459 1.0000	1.899699 1.0000	-1.532327 1.0000	2.405077 1.0000
MCDONNEL	15.09122 0.0000*	4.542870 0.0006*	8.296791 0.0000*	7.203749 0.0000*	-1.024365 1.0000	29.24464 0.0000*
MCDONNEL	9.591538 0.0000*	2.732172 0.7267	4.014678 0.0069*	4.139773 0.0040*	-2.522928 1.0000	25.90790 0.0000*
MCDONNEL	6.289239 0.0000*	2.396971 1.0000	2.838717 0.5232	3.374760 0.0853	-2.678874 0.8532	9.335853 0.0000*
PIPER	6.328748 0.0000*	4.203350 0.0030*	4.818408 0.0002*	5.158643 0.0000*	-0.376350 1.0000	6.957186 0.0000*
ROBINSON	0.748966 1.0000	0.543767 1.0000	-0.742171 1.0000	0.330825 1.0000	-3.850482 0.0136*	1.243623 1.0000
STEWART	2.975839 0.3375	2.511849 1.0000	2.193966 1.0000	2.643250 0.9484	-0.940646 1.0000	3.213603 0.1514
Col Mean						
Row Mean	FRIEDEMA	GULFSTRE	KILDALL	LAMBERT	MCDONNEL	MCDONNEL
GULFSTRE	-0.607105 1.0000					
KILDALL	1.892094 1.0000	3.067257 0.2495				
LAMBERT	0.606492 1.0000	1.394767 1.0000	-1.274542 1.0000			
MCDONNEL	2.019089	7.344407	-0.670132	1.124655		

	1.0000	0.0000*	1.0000	1.0000		
MCDONNEL	0.595487	3.512714	-2.039462	-0.264204	-9.930511	
	1.0000	0.0512	1.0000	1.0000	0.0000*	
MCDONNEL	0.385683	2.566185	-2.194748	-0.453073	-6.721640	-0.897308
	1.0000	1.0000	1.0000	1.0000	0.0000*	1.0000
PIPER	2.223891	4.666325	-0.118841	1.449297	0.915747	3.287409
	1.0000	0.0004*	1.0000	1.0000	1.0000	0.1168
ROBINSON	-0.956128	-0.719028	-3.325453	-1.710445	-6.661752	-3.626467
	1.0000	1.0000	0.1020	1.0000	0.0000*	0.0332
STEWART	1.186262	2.161880	-0.708115	0.571952	-0.321318	1.070653
	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Col Mean-						
Row Mean	MCDONNEL	PIPER	ROBINSON			
-----+-----						
PIPER	3.446159					
	0.0657					
ROBINSON	-2.916703	-4.856862				
	0.4086	0.0001*				
STEWART	1.245277	-0.751627	2.452362			
	1.0000	1.0000	1.0000			

alpha = 0.05

Reject Ho if p <= alpha/2

Kruskal-Wallis p-value: 0

Significant differences found. Top 5 manufacturer pairs with different arrival delays:

	comparison	p_value
AIRBUS INDUSTRIE - EMBRAER	0.000e+00	
BOEING - EMBRAER	0.000e+00	
BOMBARDIER INC - EMBRAER	0.000e+00	
AIRBUS - EMBRAER	2.865e-221	
EMBRAER - MCDONNELL DOUGLAS	6.067e-186	

The Kruskal-Wallis test indicates a highly significant difference in arrival delays across plane manufacturers ($\chi^2 = 3770.9$, df = 21, $p < 2.2e-16$). This strongly suggests that not all manufacturers have the same on-time performance. The post-hoc Dunn's test with Bonferroni correction highlights specific pairwise differences. Notably, comparisons involving Embraer show consistently significant differences with Airbus Industrie, Boeing, Bombardier Inc, and McDonnell Douglas, indicating that Embraer aircraft tend to have distinct arrival delay patterns compared to these manufacturers. Additionally, Airbus and McDonnell Douglas pairs also appear among the most significant differences. These results indicate that certain manufacturers, especially Embraer, are associated with notably different arrival delay profiles, reflecting differences in punctuality or operational factors across manufacturers.

Conclusion

Member Contributions

Alternative Strategies & Back Up Plan:

As a backup idea, we are planning on seeing if there is any correlation between the amount of delays present in the different airports. Our data deals with the airports EWR, JFK, and LGA which are all different airports within New York City. Our first question is to figure out if the JFK airport has a different amount of delays compared to LGA or EWR if there is a higher amount of precipitation in the JFK area. Although all the airports are in New York, within the different areas of the city, there can be different amounts of precipitation and rainfall that occur. Our second question is to decide whether the different airports have different models of planes and if the difference affects the amounts of delays. For example if a plane is older or a different configuration, does that lead to more delays due to cleaning or maintenance? And lastly, our third question is whether the three different airports have different airlines coming in and out and if these differing airlines affect the amount of delays present on a given day. For example, if Delta services one airport and not another, does that increase or decrease the amount of total delays for an airport. These questions can be further investigated if our first set of questions are not approved or if we need more content to explore within our project. These sets of backup questions will further explore the flight data we have.