Dashboard assumptions

- We used dynamic filters in all the graphs.

- For the first KPI: Give me FH and FC per month, filtered by the aircraft model.

  We decided to use a line graph because this allows to better see the trend and to better identify the peaks through time as it was requested. Also, we decided to show FH and FC in separate graphs and not in the same one because they have different values and showing it separate makes it easy to look at. On the x-axis only years are shown but one can place the cursor on the line and this way see the month to which the value refers to. This goes in hand with the requirement of being able to identify peaks and trends, because if we have the months displayed, we wouldn't get a general view and it would be more difficult to identify peaks.

  We employed the same button to change the aircraft model as they probably are analyzed together.

- For the second KPI: Give me ADOSS, ADOSU per year, filtered by the aircraft from the fleet.

  To be able to see the differences between the two groups we decided to use a bar graph and show them one next to the other by year.

- For the third KPI: Give me the RRh, RRc, PRRh, PRRc, MRRh and MRRc per month, filtered by the aircraft model.

  We decided to separate this into two graphs to visualize it better (it would be kind of messy to have all this metrics together) and because they take on different values. The separation is one graph for RRh, PRRh and MRRh, and another graph for RRc, PRRc and MRRc. We used line graphs to conform with the requirement of being able to see peaks and trends through time. We employed the same button to change the aircraft model as they probably are analyzed together.

- For the fourth KPI: Give me the MRRh and MRRc per aircraft model, filtered by the airport of the reporting person.

  To be able to see the differences between the two groups we decided to use a bar graph and show them one next to the other per aircraft model.