

ASM ROUTE DEVELOPMENT TRAINING

AIRLINE NETWORK PLANNING & SCHEDULING
MODULE 8

- **Last Season's Performance**
 - Route profitability
 - System contribution
 - Load factors / yields
 - Market shares
 - Connecting passenger flows
 - Operational performance



- **Economic Assumptions**

- GDP
- Currency
- Projected market growth

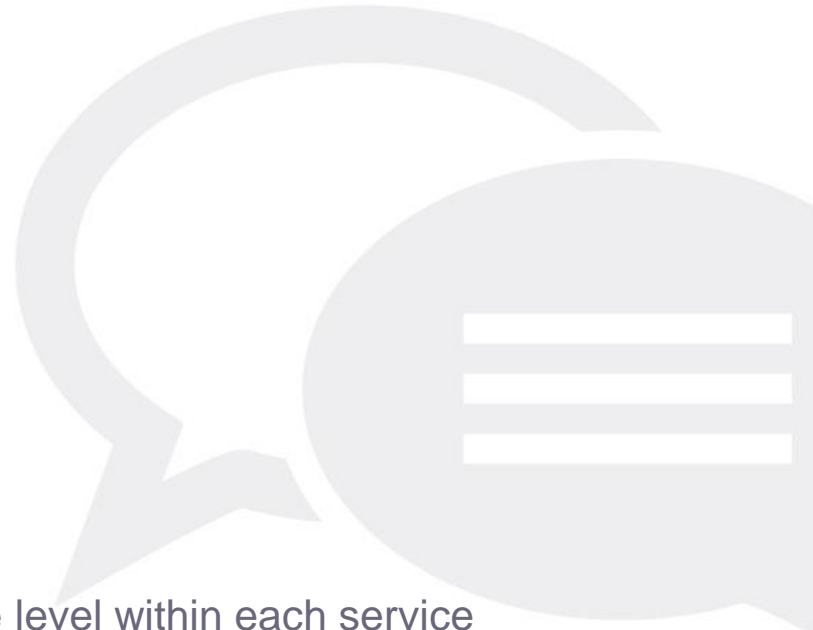
- **Competitive Assumptions**

- Fleet changes
- Alliance changes
- Detailed assumptions on schedule / capacity changes



- **Target “same-store” growth**

- Identify growth targets by service:
 - Domestic
 - Transborder (USA)
 - Atlantic
 - Pacific
 - South
- Identify desired capacity changes at the route level within each service



- **New Route Opportunities**
 - Identify new route opportunities in detail
 - Start date
 - Aircraft type
 - Frequency, DOW
 - Timings
 - Identify routes to be cancelled (if any)
 - End date
 - Passenger protection



- **Starting point is previous year/season schedule**
- **Build the new schedule**
 - Remove routes/flights no longer wanted
 - Add in incremental flights (new routes, new flights on existing routes)
 - Add incremental gauge (upgauges / downgauges)
 - Adjust start/end dates on seasonal flights where necessary
 - Fix timing issues
 - Identify slot requirements

- **Schedule validation / quality checks**

- Check ASMs vs. target
- Check aircraft counts, ensure all flying is covered.
- Schedule connectivity review
- Check schedule competitiveness (e.g. first-in / last out)
- Operational feasibility checks (e.g. crew layovers)
- Maintenance overnights
- Crew block hour review
- Run new schedule through network planning model to check profitability vs. target and previous season.

- **How are aircraft sourced to operate new routes**
 - New aircraft
 - Take capacity from other markets
 - Improved utilisation (e.g. flight timings)

