

## Traditional ways of looking at Arrival and Departure punctuality are costing Airlines Millions

Airlines are losing money every time an aircraft is not flying per schedule. Delays as little as 10 minutes are costing airlines millions.

The airline industry categorizes late flights as those that deviate from schedule more than 15 minutes. Findings released by the Bureau of Transportation Statistics, Civil Aviation Authority and CODA (a group within Eurocontrol) show that between 4% and 8% of all delays are accountable to airline operations.

On-time punctuality is defined as departing/arriving within 15 minutes of schedule. CAA data for 2003 shows that 73% of flights in the UK departed on time and that 70% arrived on time. In the US, the combined departure/arrival rate was 81%, from July to December, 2003.

Consider the following example: An airline with 500 daily flights with 4% of those flights delayed by 14 minutes equates to a loss of 280 minutes of utilization, daily. This is a loss of 3.7 flights per day for a regional operation, and 2.3 flights per day for a main line operation. The yearly utilization opportunity for a regional operation (75 minute flights) can be up to 224 additional flight days in the fleet; while the opportunity for a mainline operation (2 hour flights) can be up to 167 additional flight days in the fleet. Hence this potential opportunity maximizes the fleet utilization without increasing the fleet and will result in improved revenues.

Airlines not only need to track punctuality by the minute; daily analysis is required to determine effective ways to minimize controllable delays.

- **From July to Dec 03, 18 US carriers had a utilization loss of 123,690 Hrs attributed to their operations**

- **In Europe 40-50% of all delays are due to airline controllable issues**

- **In Dec 2003, 18 US carriers accounted for 11,632 cancelled flights**

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*Aircraft on ramp cost money*

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