

SCHEDULE DATA: FINDING THE IDEAL BALANCE

2018 ACI-NA AIR SERVICE DATA SEMINAR

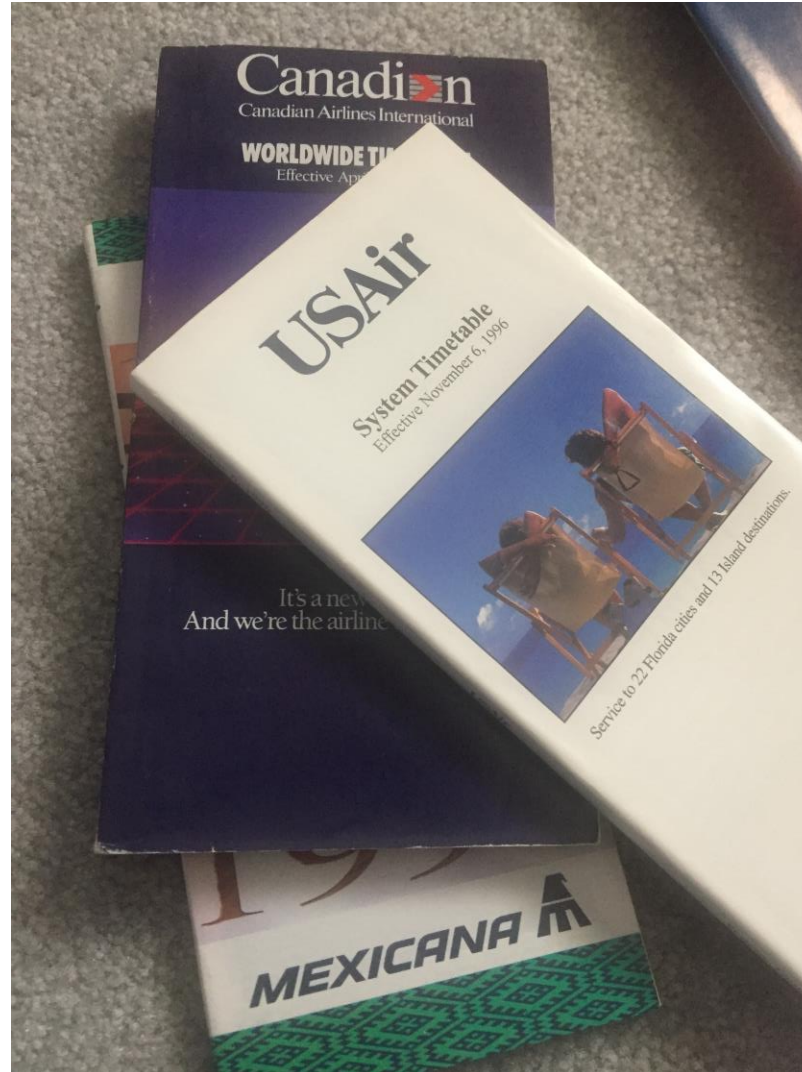
3月27日 15 15

FLIGHT NO.	航空会社 AIRLINE	便名 FLIGHT NO.	チェックイン CHK IN	ゲート GATE	備考 REMARKS
NH931	ユナイテッド航空	UA9715	ACDE	54	定刻
NH955	中国国際航空	CA6652	ACDE	59B	定刻
NH1012	ユナイテッド航空	UA9662	ACDE	44	定刻
NH949	ユナイテッド航空	UA9662	ACDE	28C	定刻
TG677	エア・カナダ	AC6126	BJ	46	定刻
UA78	全日空	NH6452	BCDE	32	定刻
NH1076	ユナイテッド航空	UA9659	ACDE	51	定刻
NH1078	タイ国際航空	TG6086	ACDE	58	定刻
UA9670	USエアウエイズ	US5167	ACDE	58	定刻
UA138	全日空	NH7032	ACDE	58	定刻
NH915	エア・カナダ	AC6281	BCDE	38	定刻
TG6005	ユナイテッド航空	UA9711	ACDE	55	定刻
NH1083	ユナイテッド航空	UA9683	ACDE	55	定刻
UA837	ユナイテッド航空	AC5853	ACDE	28F	定刻
UA33	エア・カナダ	NH7018	BCDE	37	定刻
UA882	全日空	US6834	BCDE	36	定刻
UA852	USエアウエイズ	OZ6601	BCDE	31	定刻
UA881	アジアナ航空	AC6286	BCDE	34	定刻
NH911	エア・カナダ	UA9715	ACDE	35	定刻
SA7139	ユナイテッド航空				

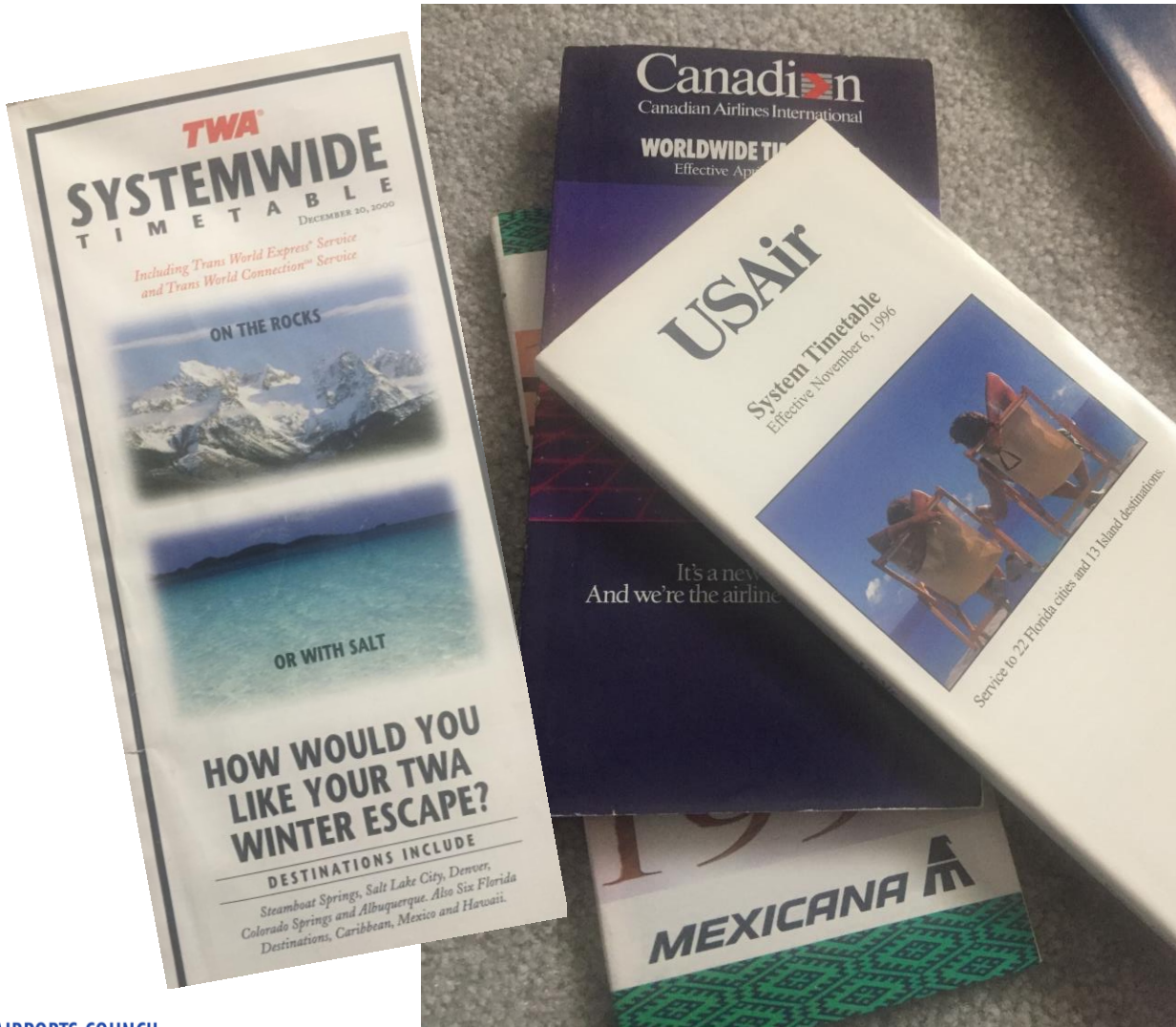
> A LIFELONG OBSESSION



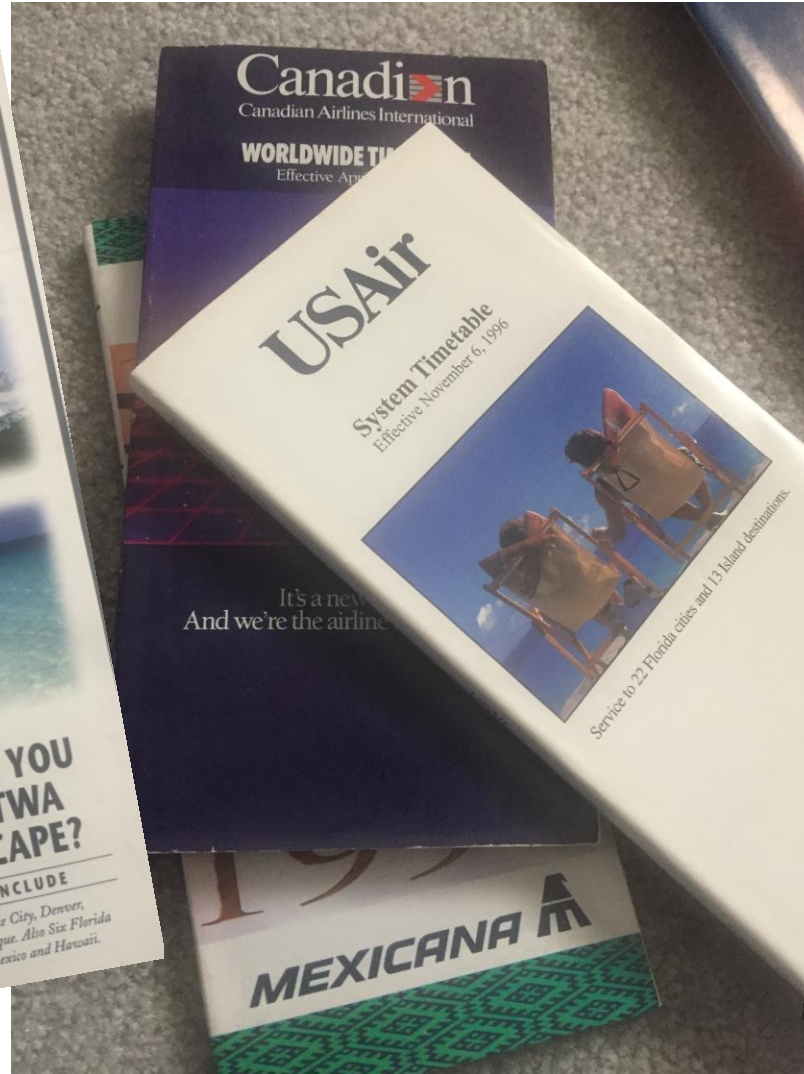
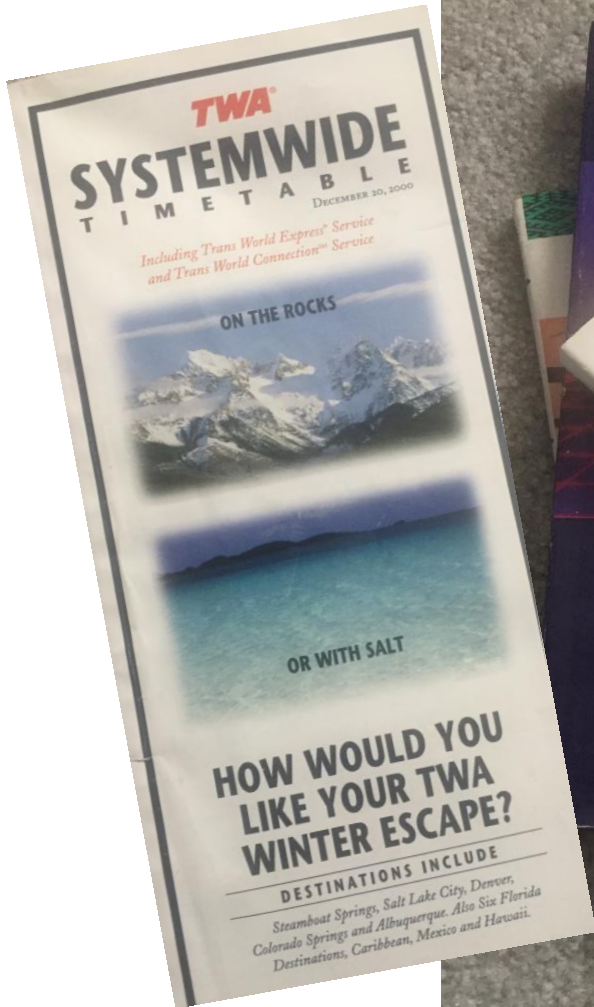
> A HISTORY OF CONNECTIVITY



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> A HISTORY OF CONNECTIVITY



> AGENDA

- > **THE BASICS**
 - > GLOSSARY
 - > AIRLINE PLANNING PROCESS
 - > PILOT SHORTAGE IMPACTS
- > **UNDERSTANDING THE “IDEAL” SCHEDULE**
 - > IMPROVING PERFORMANCE
- > **COMPLICATIONS OF LESS-THAN-DAILY FLYING**
 - > WHAT ARE THE BEST DAYS?
- > **SCHEDULE MONITORING**
 - > WHERE TO ACCESS DATA

TOPIC ONE THE BASICS



> GLOSSARY

- > **TYPES OF SCHEDULES**
 - > BUSINESS: "OUT AND BACK"
 - > LEISURE: MIDDAY "TURN"
- > **DAY OF WEEK**
 - > 1 = MONDAY, 7 = SUNDAY
- > **RON = REMAIN OVERNIGHT**
- > **BLOCK TIME**
 - > GATE TO GATE, BRAKE RELEASE TO RESET
- > **MCT = MINIMUM CONNECTION TIME**
- > **BANK**
 - > A SET OF ARRIVING FLIGHTS
CONNECTING TO A SET OF DEPARTURES

> THE AIRLINE PLANNING PROCESS

THEORETICAL ONE YEAR PLANNING TIMELINE FOR NEW ROUTE

SOURCE: VOLAIRE AVIATION CONSULTING

> THE AIRLINE PLANNING PROCESS

THEORETICAL ONE YEAR PLANNING TIMELINE FOR NEW ROUTE

SOURCE: VOLAIRE AVIATION CONSULTING

DAY ONE: MEETING WITH INTEREST

> THE AIRLINE PLANNING PROCESS

THEORETICAL ONE YEAR PLANNING TIMELINE FOR NEW ROUTE

SOURCE: VOLAIRE AVIATION CONSULTING

DAY ONE: MEETING WITH INTEREST

FORECAST
FLEET PLAN
STRATEGY FIT
AVAILABLE ASSETS

> THE AIRLINE PLANNING PROCESS

THEORETICAL ONE YEAR PLANNING TIMELINE FOR NEW ROUTE

SOURCE: VOLAIRE AVIATION CONSULTING

DAY ONE: MEETING WITH INTEREST

FORECAST
FLEET PLAN
STRATEGY FIT
AVAILABLE ASSETS

DAY 120: NEGOTIATE
SERVICE TERMS

> THE AIRLINE PLANNING PROCESS

THEORETICAL ONE YEAR PLANNING TIMELINE FOR NEW ROUTE

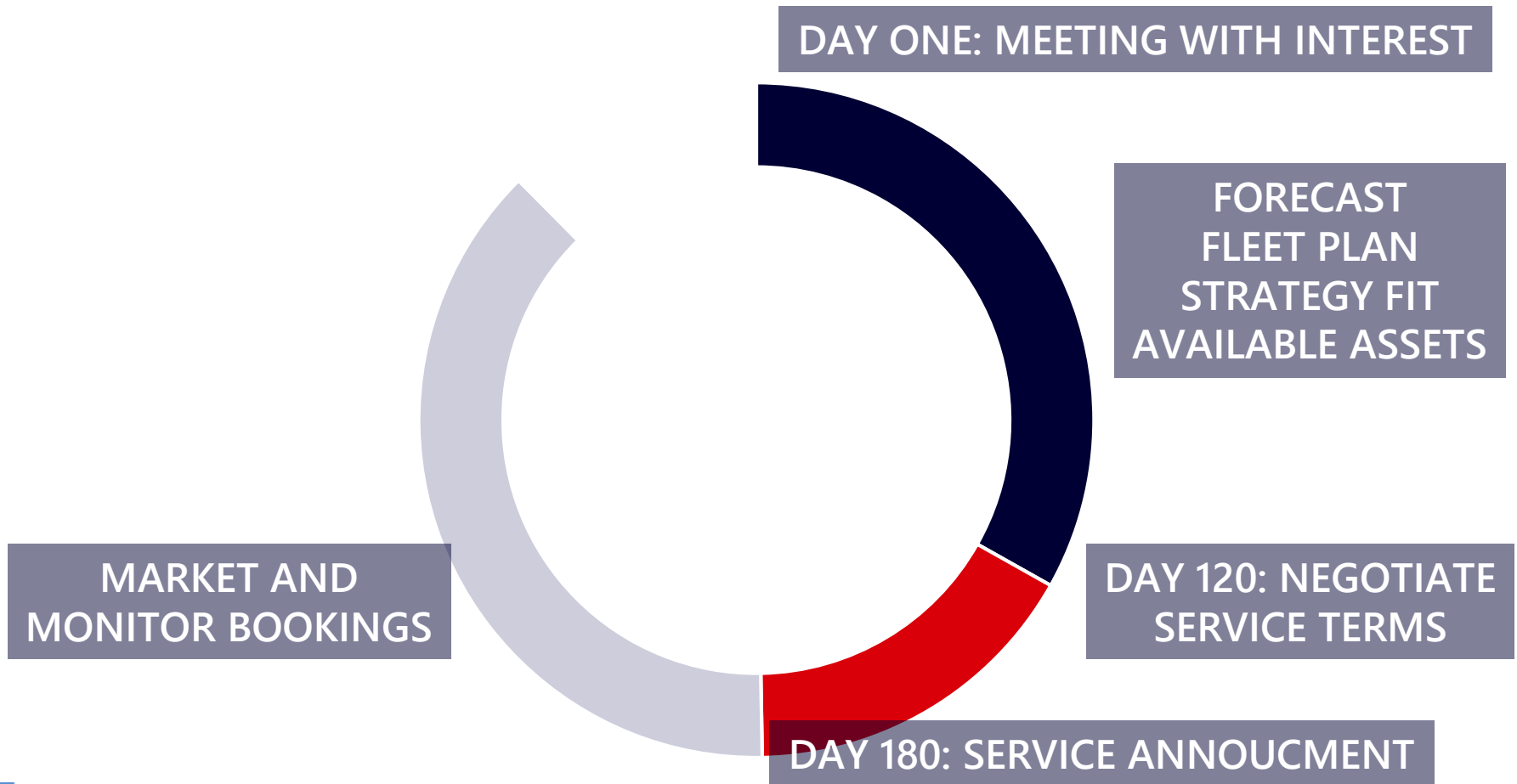
SOURCE: VOLAIRE AVIATION CONSULTING



> THE AIRLINE PLANNING PROCESS

THEORETICAL ONE YEAR PLANNING TIMELINE FOR NEW ROUTE

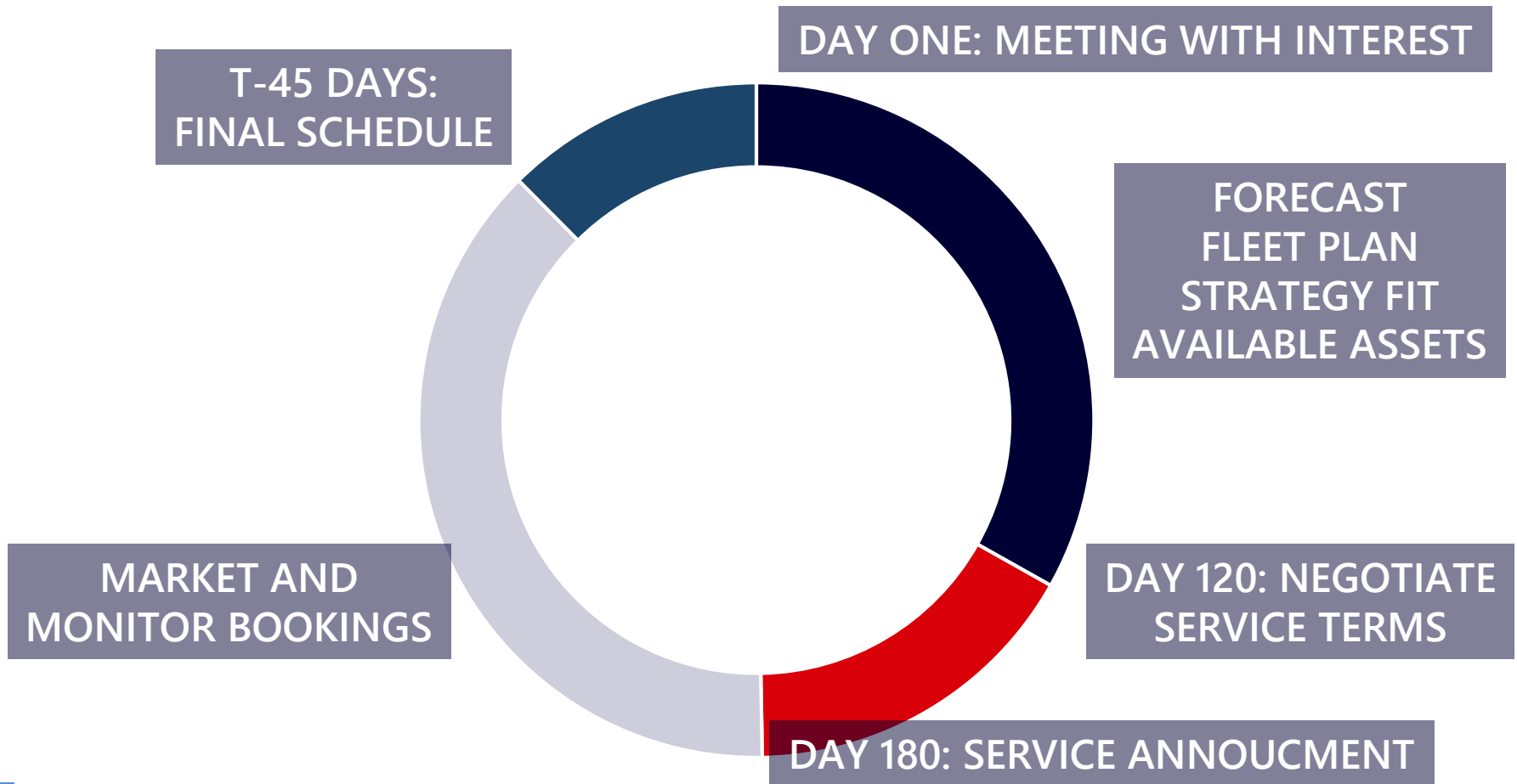
SOURCE: VOLAIRE AVIATION CONSULTING



> THE AIRLINE PLANNING PROCESS

THEORETICAL ONE YEAR PLANNING TIMELINE FOR NEW ROUTE

SOURCE: VOLAIRE AVIATION CONSULTING



> STEPS ALONG THE PLANNING PATH

- > MUST FIND STRATEGY FIT
- > MUST BELIEVE IN LONG TERM SUCCESS
- > MUST FIND AIRCRAFT TIME
- > MUST FIND GATE SPACE AT HUB

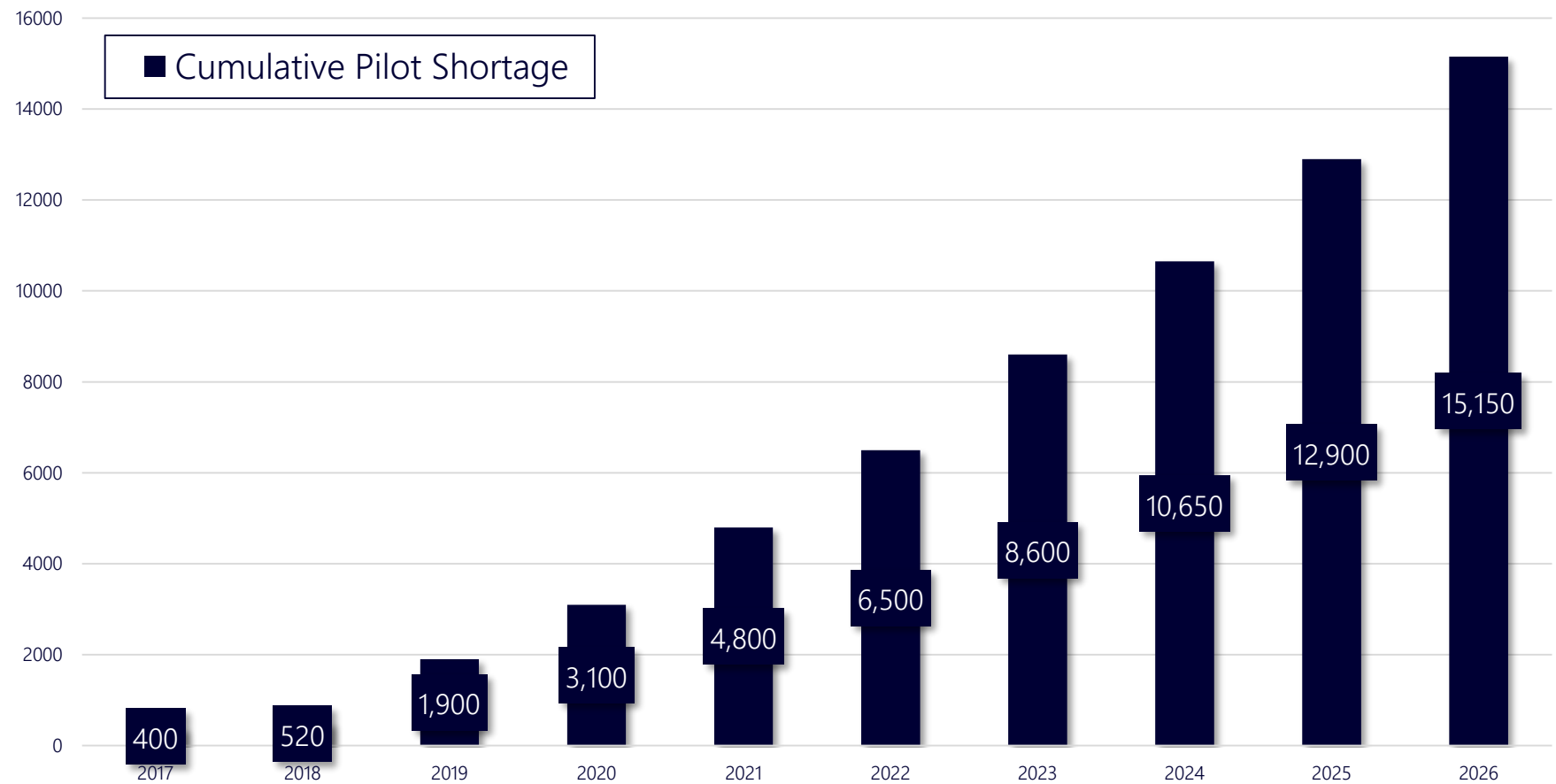
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- > MUST FIND STRATEGY FIT
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-
- > **MUST FIND CREW**

> PILOT SHORTAGE IS WORSENING

CUMULATIVE SHORTAGE OF US AIRLINE PILOTS

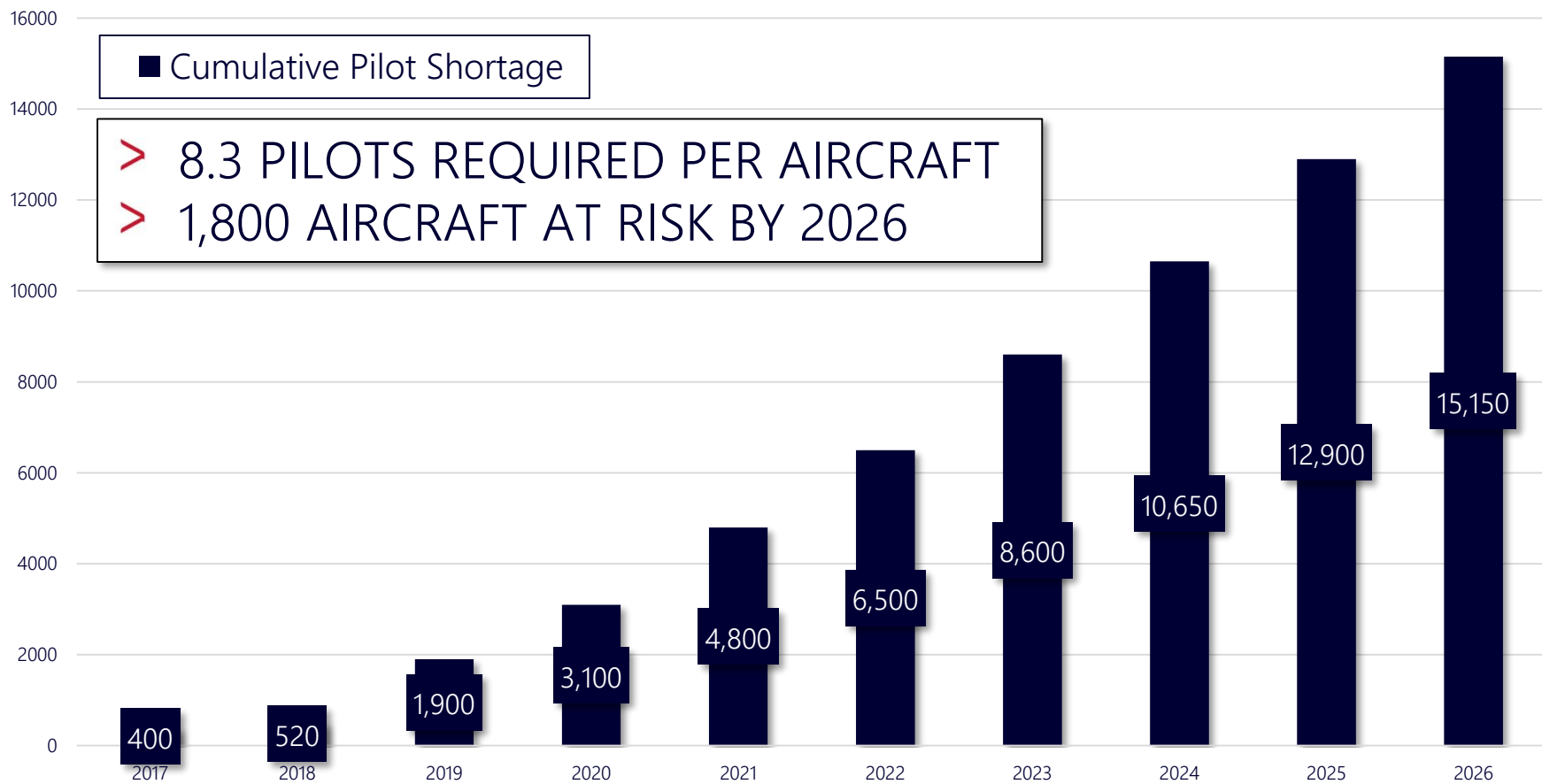
FORECAST FOR 2017 – 2026



> PILOT SHORTAGE IS WORSENING

CUMULATIVE SHORTAGE OF US AIRLINE PILOTS

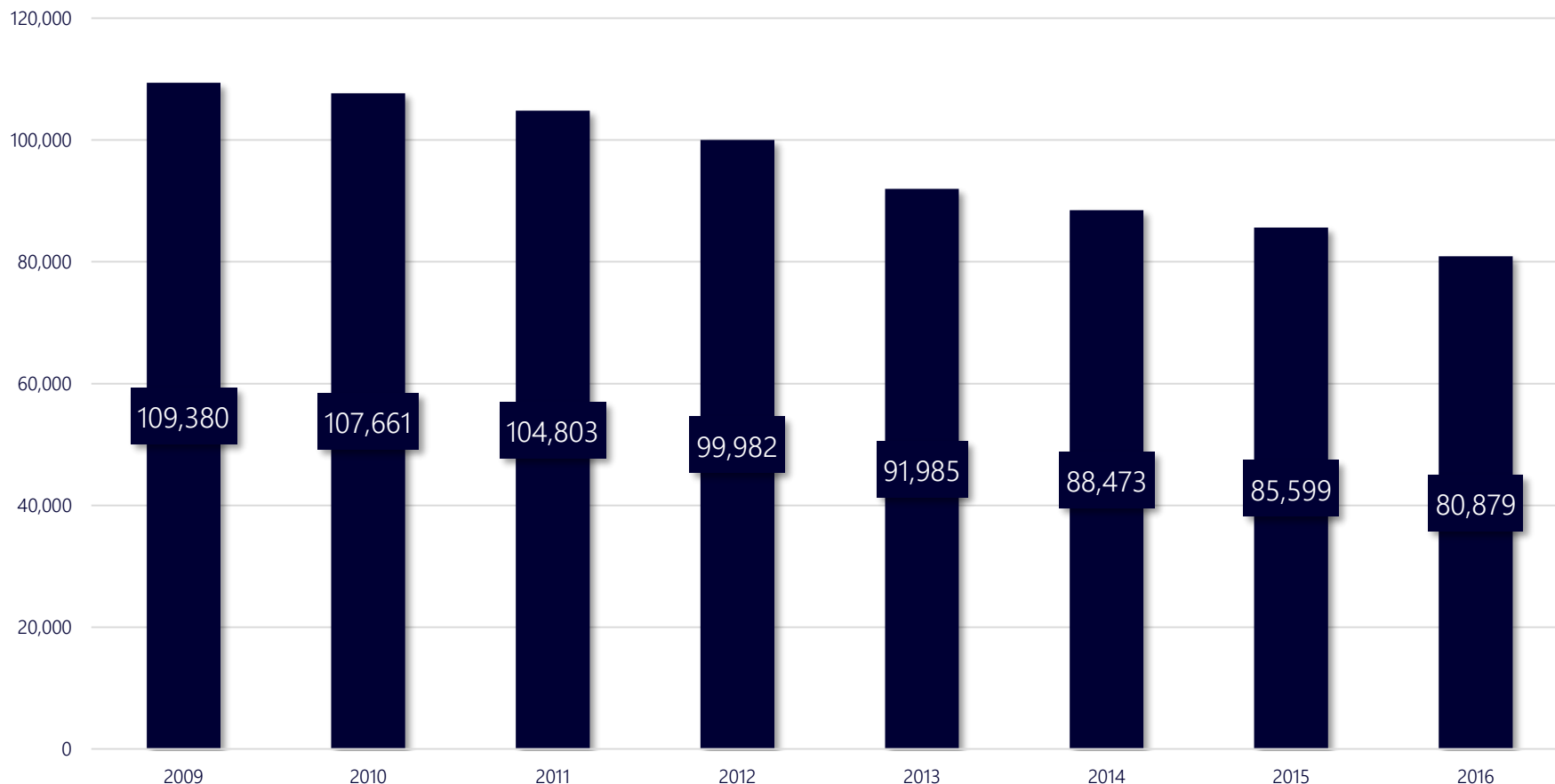
FORECAST FOR 2017 – 2026



> PILOT SHORTAGE IS WORSENING

US COMMERCIAL AIRLINE PILOT CERTIFICATES HELD

CALENDAR YEAR 2009 – CALENDAR YEAR 2016

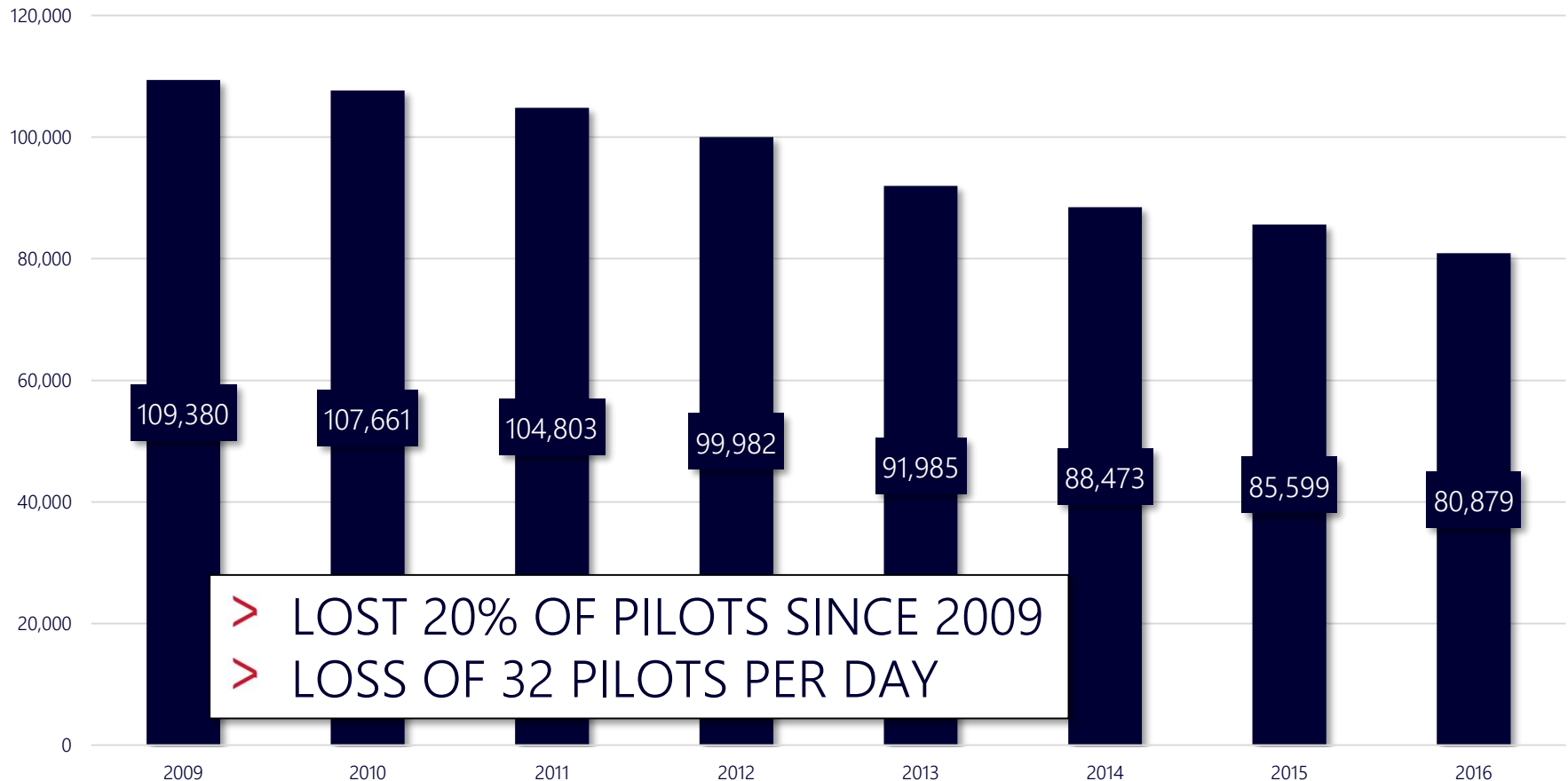


SOURCES: REGIONAL AIRLINE ASSOCIATION AND FAA US CIVIL AIRMEN STATISTICS

> PILOT SHORTAGE IS WORSENING

US COMMERCIAL AIRLINE PILOT CERTIFICATES HELD

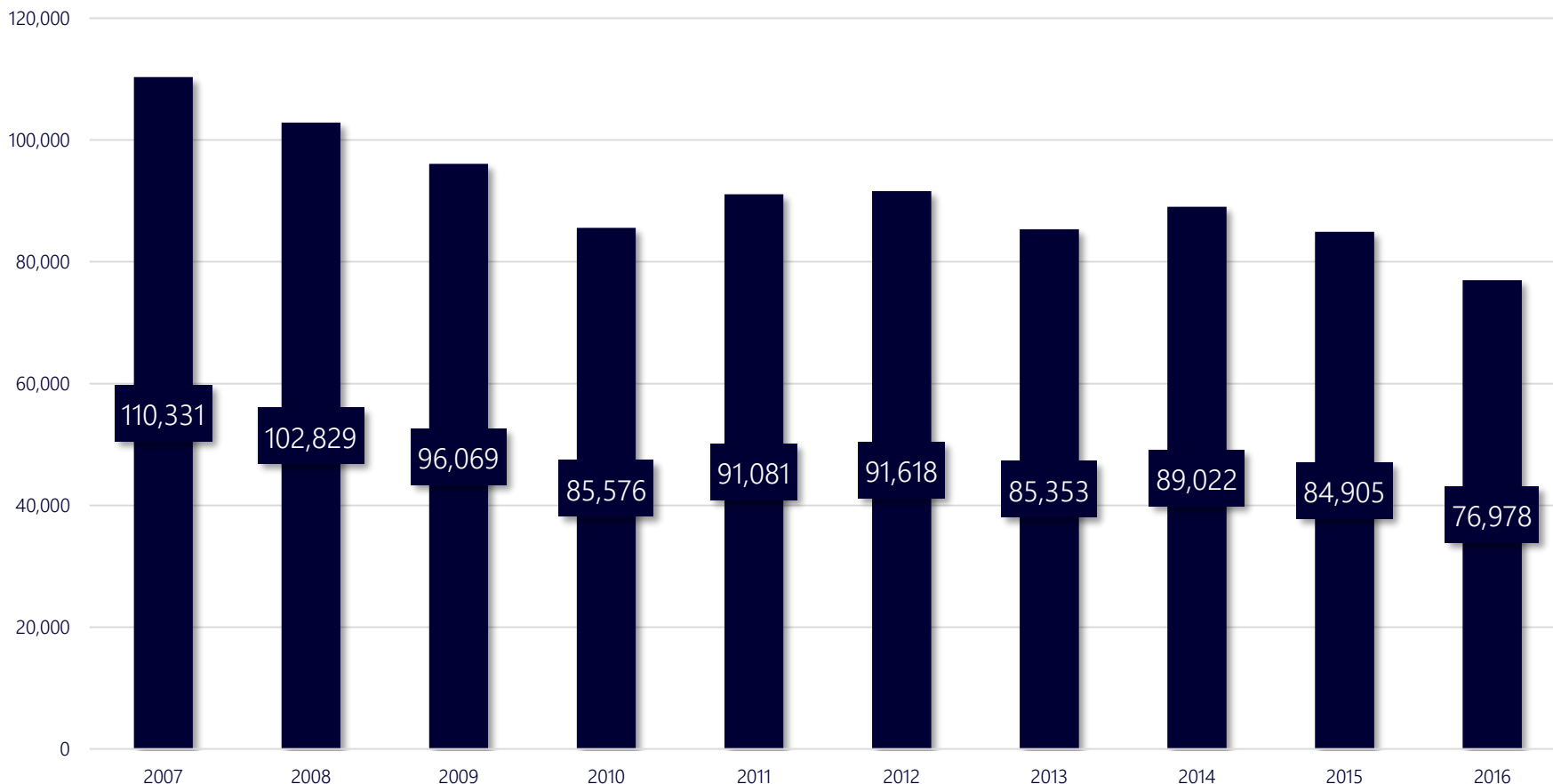
CALENDAR YEAR 2009 – CALENDAR YEAR 2016



> PILOT SHORTAGE IS WORSENING

NEW PILOT CERIFICATES ISSUED

CALENDAR YEAR 2007 – CALENDAR YEAR 2016

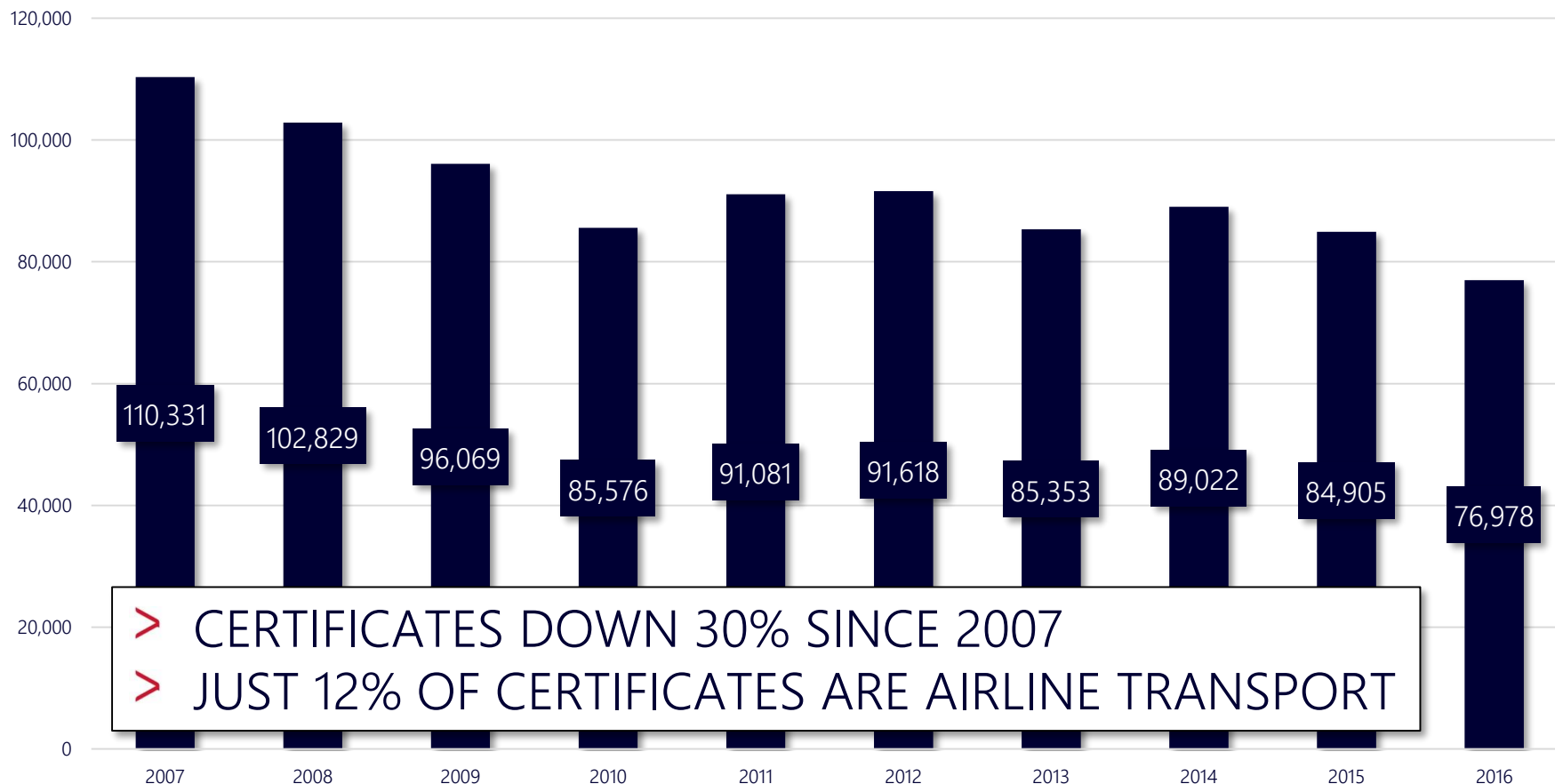


SOURCES: FAA US CIVIL AIRMEN STATISTICS

> PILOT SHORTAGE IS WORSENING

NEW PILOT CERIFICATES ISSUED

CALENDAR YEAR 2007 – CALENDAR YEAR 2016

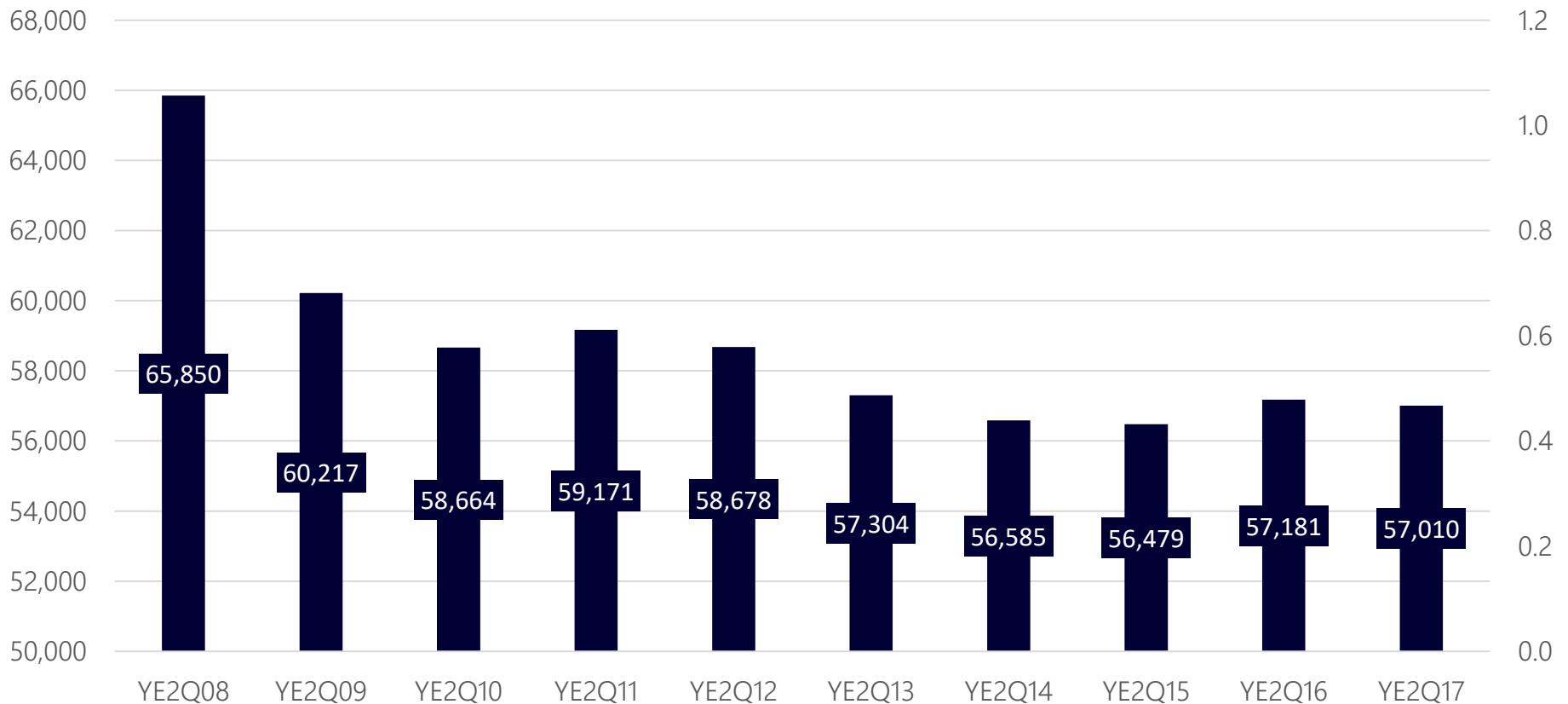


FEWER FLIGHTS, LARGER AIRCRAFT

DAILY US DEPARTURES AND SEATS PER DEPARTURE

YEAR ENDED SECOND QUARTER 2008 – YEAR ENDED SECOND QUARTER 2017

■ Departures/Day — Seats per Departure



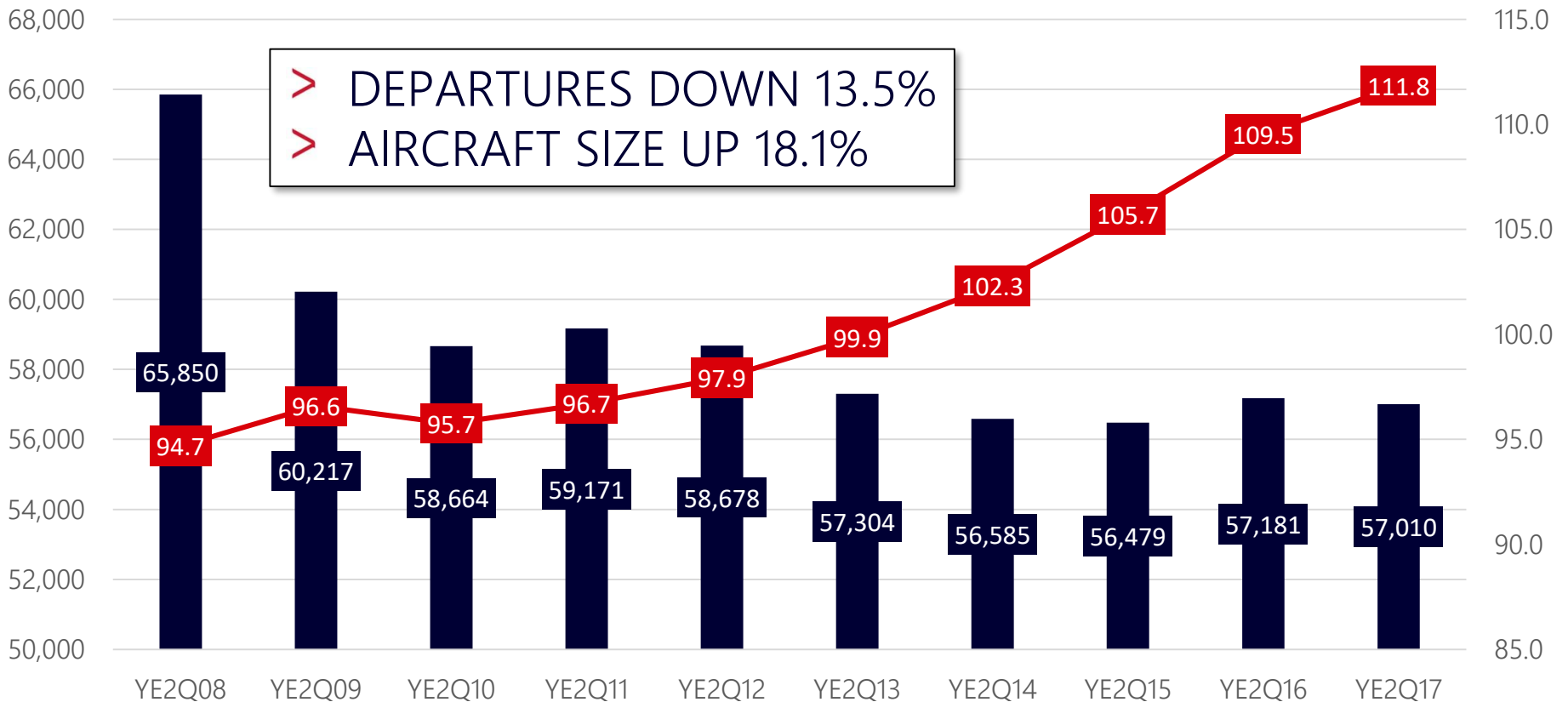
SOURCE: AIRLINE DATA, INC.

> FEWER FLIGHTS, LARGER AIRCRAFT

DAILY US DEPARTURES AND SEATS PER DEPARTURE

YEAR ENDED SECOND QUARTER 2008 – YEAR ENDED SECOND QUARTER 2017

■ Departures/Day — Seats per Departure



> DEPARTURES DOWN 13.5%
> AIRCRAFT SIZE UP 18.1%

SOURCE: AIRLINE DATA, INC.

> UPGAUGE EXAMPLE: ACV

UNITED EXPRESS ACV-SFO SCHEDULE

WINTER 2002 VS. WINTER 2018

FLIGHT	DEPARTS	ARRIVES	EQUIPMENT
UA5364	5.00	6.19	EM2
UA5366	6.00	7.19	EM2
UA5368	8.28	9.50	EM2
UA5370	11.00	12.19	EM2
UA5072	13.15	14.32	EM2
UA5374	14.15	15.32	EM2
UA5422	15.08	16.20	EM2
UA5376	16.38	17.54	EM2
UA5378	18.21	19.38	EM2
UA5380	20.06	21.20	EM2

300 DAILY DEPARTING SEATS

SOURCE: VOLAIRE TIMETABLE COLLECTION AND AIRLINE DATA, INC.

UPGAUGE EXAMPLE: ACV

UNITED EXPRESS ACV-SFO SCHEDULE

WINTER 2002 VS. WINTER 2018

FLIGHT	DEPARTS	ARRIVES	EQUIPMENT	FLIGHT	DEPARTS	ARRIVES	EQUIPMENT
UA5364	5.00	6.19	EM2	UA5276	5.30	6.47	E7W
UA5366	6.00	7.19	EM2				
UA5368	8.28	9.50	EM2				
UA5370	11.00	12.19	EM2	UA5349	11.15	12.31	E7W
UA5072	13.15	14.32	EM2				
UA5374	14.15	15.32	EM2				
UA5422	15.08	16.20	EM2	UA5204	15.10	16.19	CRJ
UA5376	16.38	17.54	EM2				
UA5378	18.21	19.38	EM2				
UA5380	20.06	21.20	EM2	UA5700	20.45	21.54	CRJ

300 DAILY DEPARTING SEATS

252 DAILY DEPARTING SEATS

SOURCE: VOLAIRE TIMETABLE COLLECTION AND AIRLINE DATA, INC.

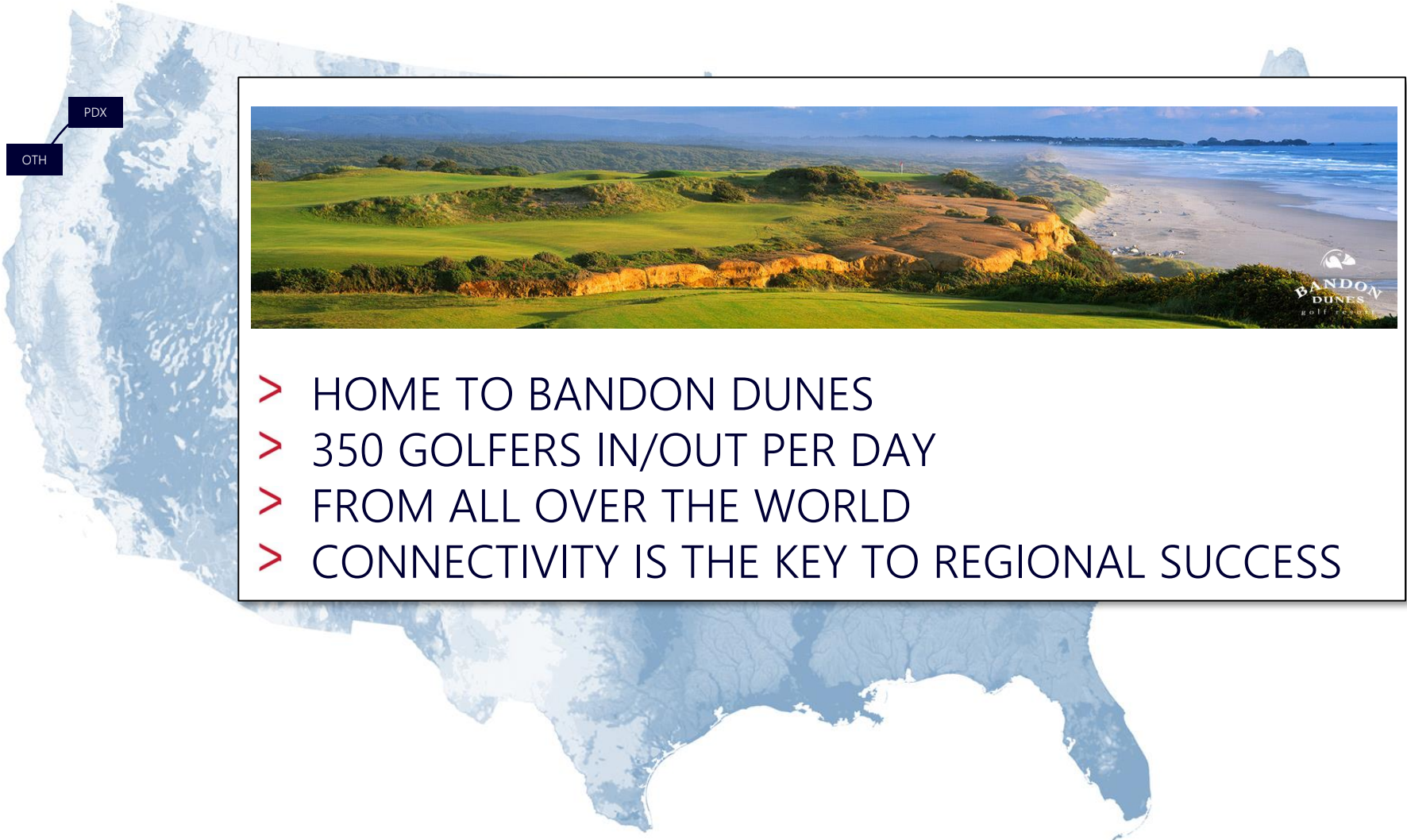
TOPIC TWO UNDERSTANDING THE "IDEAL" SCHEDULE



> CHALLENGES TO SCHEDULING

- > **LIMITED PILOTS**
 - > MAXIMIZE PASSENGERS PER CREW SET
- > **UPGAUGING TO LARGER AIRCRAFT**
 - > 30 SEATERS BECOME 50 SEATERS
 - > 50 SEATERS BECOME 76 SEATERS
 - > 76 SEATERS GO TO MAINLINE
- > **FEWER FREQUENCIES**
 - > KEEP NUMBER OF SEATS STEADY
 - > SCHEDULE MORE IMPORTANT – MUST CONNECT

> NORTH BEND/COOS BAY, OREGON

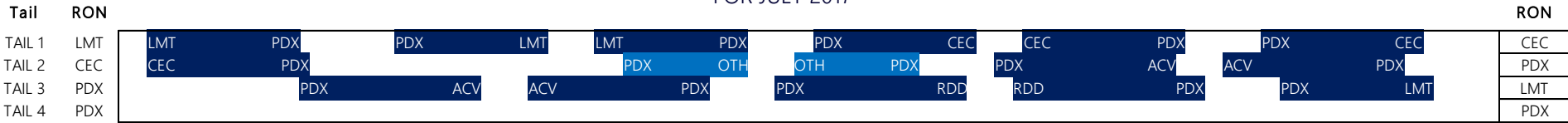


- > HOME TO BANDON DUNES
- > 350 GOLFERS IN/OUT PER DAY
- > FROM ALL OVER THE WORLD
- > CONNECTIVITY IS THE KEY TO REGIONAL SUCCESS

> OTH SCHEDULE OPTIONS

FLEET PLOT OF CURRENT PENAIR PDX BASE SCHEDULE

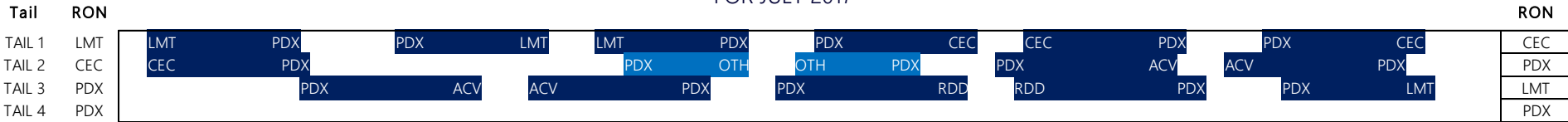
FOR JULY 2017



> OTH SCHEDULE OPTIONS

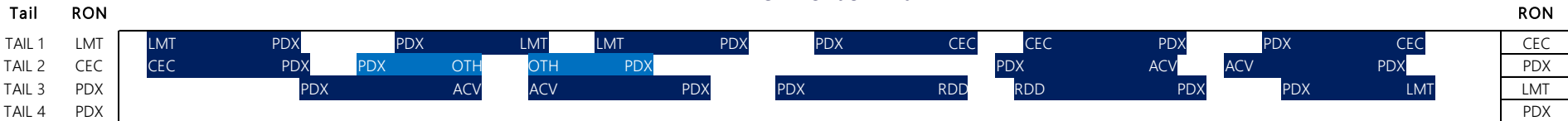
FLEET PLOT OF CURRENT PENAIR PDX BASE SCHEDULE

FOR JULY 2017



FLEET PLOT OF PROPOSED PENAIR "TURN" PDX BASE SCHEDULE

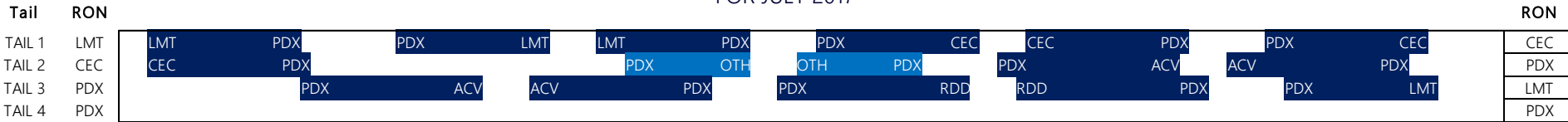
ANALYZED AGAINST JULY 2017



> OTH SCHEDULE OPTIONS

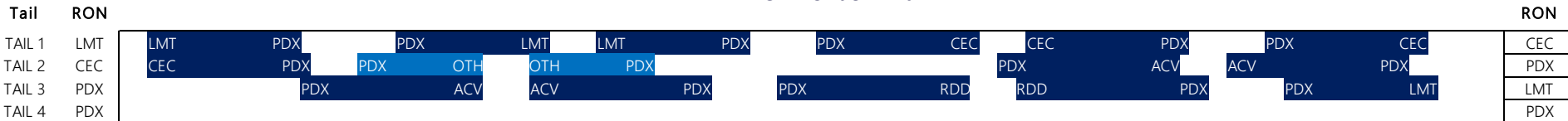
FLEET PLOT OF CURRENT PENAIR PDX BASE SCHEDULE

FOR JULY 2017



FLEET PLOT OF PROPOSED PENAIR "TURN" PDX BASE SCHEDULE

ANALYZED AGAINST JULY 2017



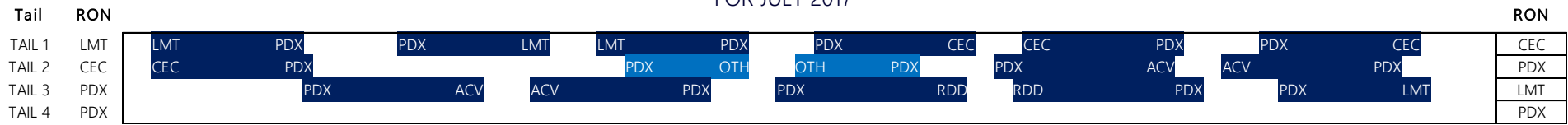
- > MOVE PDX-OTH UP BY 2.5 HOURS
- > GAIN 5.7% MORE AVAILABLE PASSENGERS
- > GAIN 11% MORE AVAILABLE REVENUE; \$721 PER FLIGHT



THE IDEAL SCHEDULE WORKS BECAUSE OF "RON" TIMING WELL OUTSIDE THE CURRENT PENAIR SCHEDULE DAY

FLEET PLOT OF CURRENT PENAIR PDX BASE SCHEDULE

FOR JULY 2017

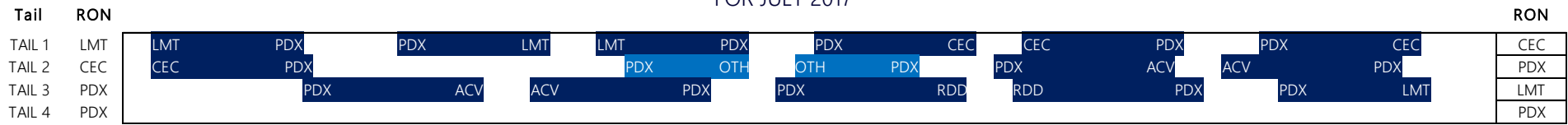




THE IDEAL SCHEDULE WORKS BECAUSE OF "RON" TIMING WELL OUTSIDE THE CURRENT PENAIR SCHEDULE DAY

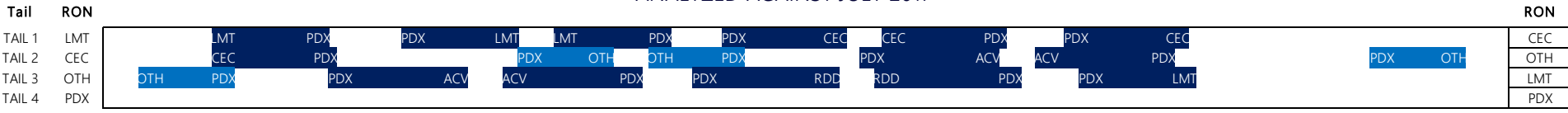
FLEET PLOT OF CURRENT PENAIR PDX BASE SCHEDULE

FOR JULY 2017



FLEET PLOT OF PROPOSED PENAIR "RON" PDX BASE SCHEDULE

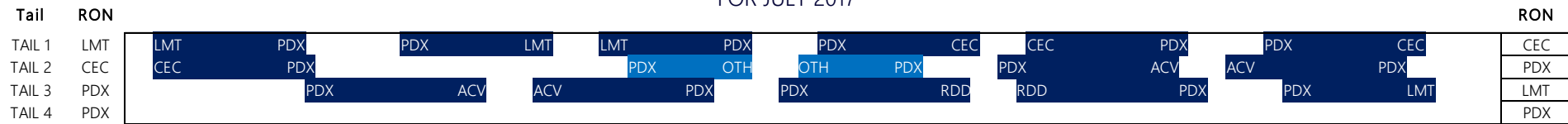
ANALYZED AGAINST JULY 2017



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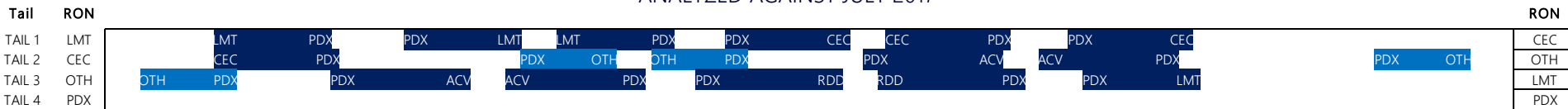
FLEET PLOT OF CURRENT PENAIR PDX BASE SCHEDULE

FOR JULY 2017



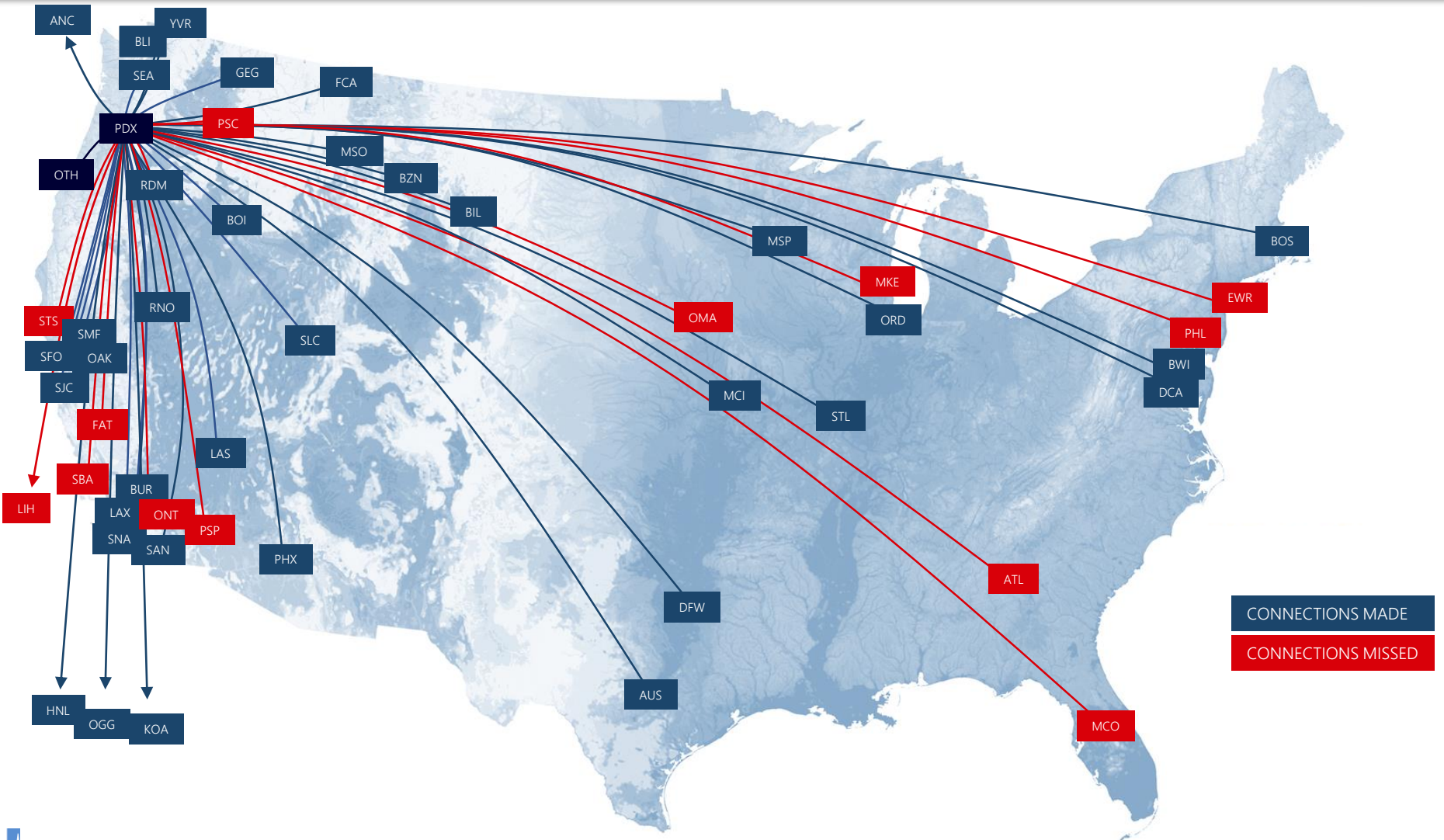
FLEET PLOT OF PROPOSED PENAIR "RON" PDX BASE SCHEDULE

ANALYZED AGAINST JULY 2017



- > ADD RON WITHOUT ALTERNATE OTHER CITIES' SERVICE
- > MIDDAY TURN SHIFTED SLIGHTLY EARLIER
- > GAIN 27% MORE AVAILABLE PASSENGERS; OR 73.1 PDEW
- > GAIN 66% MORE AVAILABLE REVENUE; \$3.2 MILLION PER YEAR

> IDEAL CONNECTIVITY



SOURCE: VOLAIRE ANALYSIS OF OAG AIRLINE SCHEDULE DATA, MAY 2017

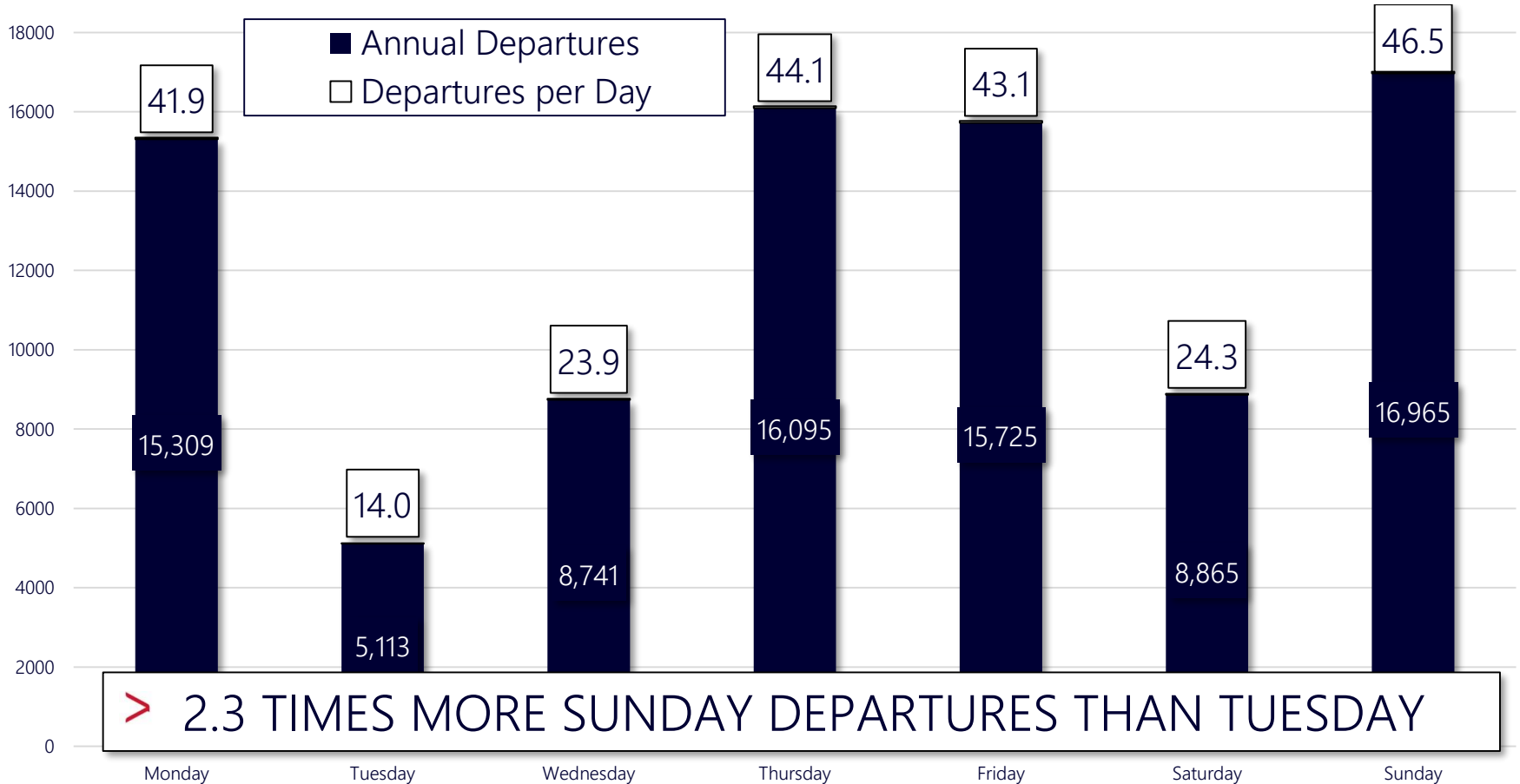
TOPIC THREE COMPLICATIONS OF LESS-THAN-DAILY FLYING



> ALLEGIANT PARKS PLANES OFF-PEAK

ALLEGIANT'S DEPARTURES BY DAY-OF-WEEK

AS SCHEDULED FOR CALENDAR YEAR 2017



NOT ALL MARKETS ARE THE SAME

	AZA	FLL	JAX	LAS	MYR	PGD	PIE	SFB	VPS	Frequencies
Monday	X		X	X	X		X		X	6
Tuesday						X		X	X	3
Wednesday		X					X	X	X	4
Thursday						X		X		2
Friday	X		X	X	X		X		X	6
Saturday		X				X	X	X	X	5
Sunday						X		X		2
Frequencies	2	2	2	2	2	4	4	5	5	28

Las Vegas

Phoenix/Mesa

BLV

Myrtle Beach

Jacksonville

Destin-Ft. Walton Beach

Orlando-Sanford

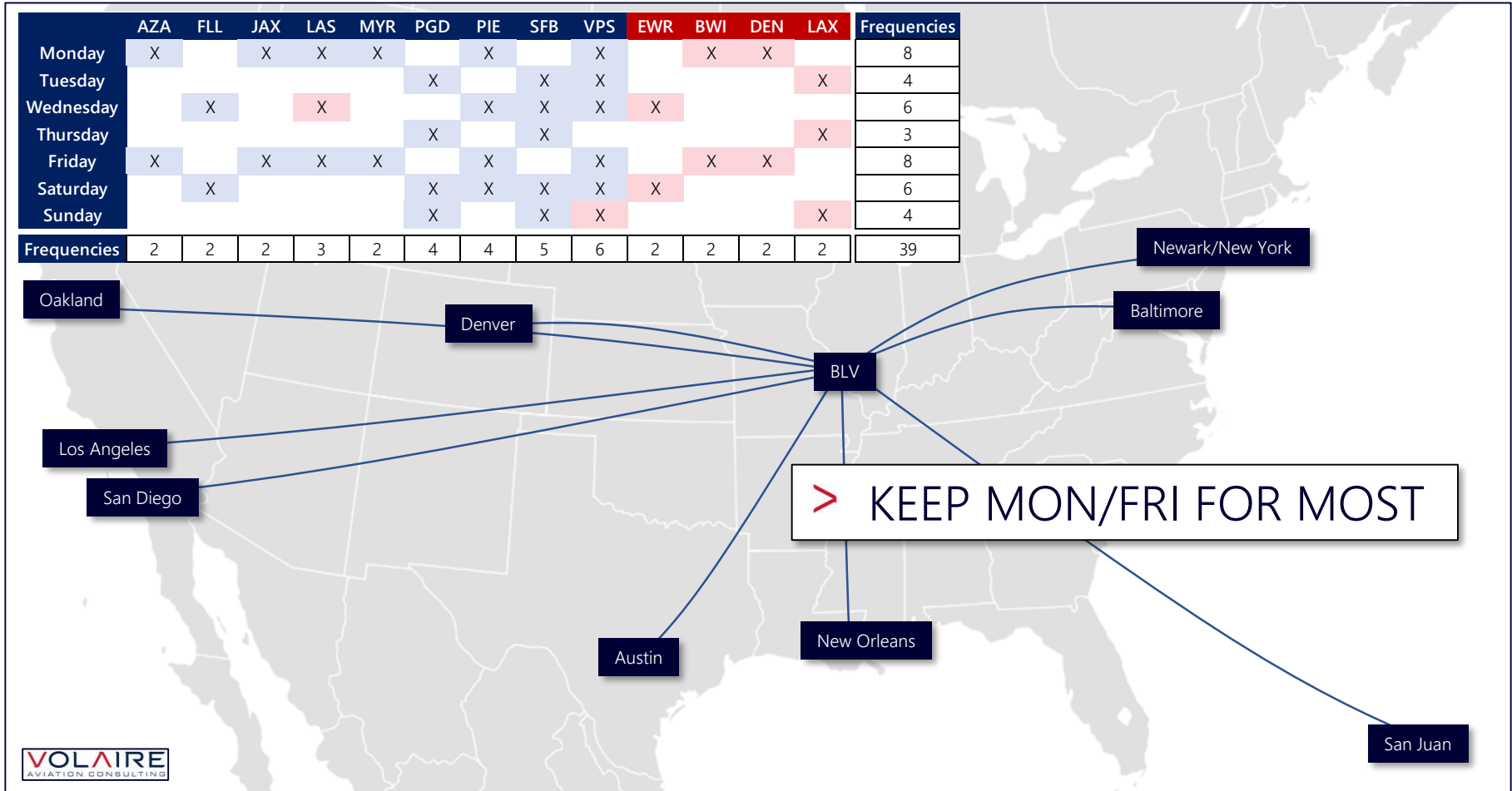
St. Petersburg

Punta Gorda

- > THU/SUN ARE LOWEST DAYS
- > MON/FRI ARE PEAK DAYS

> UNDERSTAND TREND IN PITCH

STATISTICAL ANALYSIS OF TOP ALLEGIANT TARGET MARKETS AT MIDAMERICA ST. LOUIS AIRPORT CALENDAR YEAR 2016



> OP DAYS ALSO IMPORTANT FOR BIZ



Rochester

Phoenix

> DAILY SERVICE RISKY

Period	RST PDEW	Leaked PDEW	TRUE PDEW	TRUE O&D Pax	Quarter Share
First Quarter	8.1	171.5	179.5	32,316	31.0%
Second Quarter	4.9	104.8	109.8	19,978	19.2%
Third Quarter	6.4	135.5	141.9	26,113	25.1%
Fourth Quarter	6.3	133.9	140.2	25,799	24.8%

- > BUT NEED MAYO ONBOARD
- > MUST FLY CORRECT DAY OF WEEK

> FOCUS GROUP NARROWS SCHEDULE



SOURCE: VOLAIRE AVIATION ANALYSIS



TOPIC FOUR SCHEDULE MONITORING



> ACCESSING SCHEDULE DATA

> THE FREE WAY

> ACCESSING SCHEDULE DATA

> THE FREE WAY

Flight schedule

From Portland, OR (PDX) to Tucson (TUS)
Valid for the week of Monday, January 8, 2018

Flight	Departure city	Departure time	Arrival city	Arrival time	Stops	Meal first	Meal coach	Aircraft	Weekly schedule	Notifications
2739 ^{QX}	PDX	7:00 am	TUS	10:46 am	0			E175 view info	Sun Mon Tue Wed Thu Fri Sat	N/A
3361 ^{OO} 648	PDX SEA	5:00 am 7:59 am	SEA TUS	5:59 am 11:49 am	0 0	B	F	E175 info n/a 737 view info	Sun Mon Tue Wed Thu Fri Sat	N/A N/A
3445 ^{OO} 648	PDX SEA	5:30 am 7:59 am	SEA TUS	6:29 am 11:49 am	0 0	B	F	E175 info n/a 737 view info	Sun Mon Tue Wed Fri Sat	N/A N/A
423 648	PDX SEA	5:50 am 7:59 am	SEA TUS	6:55 am 11:49 am	0 0	B	F	737 view info 737 view info	Sun Mon Tue Wed Thu Fri Sat	N/A N/A
544 4355 ^{CP}	PDX LAX	7:00 am 3:15 pm	LAX TUS	9:35 am 5:41 pm	0 0	B	F	737 view info E175 info n/a	Sun Mon Tue Wed Thu Fri Sat	N/A N/A
644 4656 ^{AA}	PDX PHX	9:00 am 2:45 pm	PHX TUS	12:38 pm 3:34 pm	0 0	B	F	737 view info 900 info n/a	Sun Mon Tue Wed Thu Fri Sat	N/A N/A
644 6084 ^{AA}	PDX PHX	9:00 am 4:25 pm	PHX TUS	12:38 pm 5:11 pm	0 0	B	F	737 view info 900 info n/a	Sun Mon Tue Wed Thu Fri Sat	N/A N/A
408 3304 ^{OO}	PDX SJC	10:20 am 5:22 pm	SJC TUS	12:13 pm 8:34 pm	0 0	S S	F F	737 view info E175 info n/a	Sun Mon Tue Wed Thu Fri	N/A N/A
568 4355 ^{CP}	PDX LAX	10:50 am 3:15 pm	LAX TUS	1:22 pm 5:41 pm	0 0	L	F	737 view info E175 info n/a	Sun Mon Tue Wed Thu Fri	N/A N/A
570 4134 ^{OO}	PDX LAX	3:55 pm 8:05 pm	LAX TUS	6:28 pm 10:38 pm	0 0	L	F	737 view info CRJ info n/a	Sun Mon Tue Wed Thu Fri Sat	N/A N/A
558 4355 ^{CP}	PDX LAX	8:40 am 3:15 pm	LAX TUS	11:13 am 5:41 pm	0 0	B	F	737 view info E175 info n/a	Sat	N/A N/A

^{QX} Flight operated by Horizon Air as AlaskaHorizon.

^{OO} Flight operated by SkyWest Airlines as AlaskaSkyWest.

^{CP} Flight operated by Compass Airlines as American Eagle.

^{AA} Flight operated by Mesa Airlines as American Eagle.

All other flights operated by Alaska Airlines.

Flight status alerts are not available on partner airlines.

+ Indicates next day flight.

Meal codes: B = Breakfast, L = Lunch, D = Dinner, S = Snack, F = Meal available for purchase.

> ACCESSING SCHEDULE DATA

> THE MUCH FASTER WAY

> ACCESSING SCHEDULE DATA

> THE MUCH FASTER WAY



A screenshot of the Airline Data Inc. Report Builder interface. The interface is divided into a left sidebar and a main content area. The sidebar contains navigation options: Dashboard, Schedules, History/Future Detail, Minimum Connect Time, Route Maps, T100, O&D, My Lists, My Reports, and Help & Support. The main content area is titled "Report Builder / Schedules / Schedules History/Future Detail". It includes a "Schedules History/Future Detail" section with a "Saved Reports" dropdown and a "Metric Templates" dropdown. Below this is the "Report Data" section, which contains fields for Origin (Airport, YUL), Destination (Airport, FLL,MIA,PBI), Direction (Both Directions), Mkt. Carrier (Carrier, Comma, separated, list), Op. Carrier (Carrier, Comma, separated, list), and Aircraft Type (Aircraft, Comma, separated, list). The "Report Date Range" section includes checkboxes for "Enable Time Series Reporting" and "Enable Period Change Reporting", along with a "Date Range" dropdown set to "Yearly" and "From" and "To" date fields set to "2017". On the right side, there are sections for "Primary Metrics" and "Passengers & Non-Financial Metrics", each with a "Select All" checkbox and a list of metrics to be included in the report.

> SCHEDULES CHANGE CONSTANTLY

- > **MOST COMMON**
 - > FRIDAY NIGHT INTO SATURDAY MORNING
 - > LESS CHANCE OF SCHEDULE LOAD IMPACT
 - > SCHEDULE OFTEN LOADS BEFORE CAPACITY
 - > FARES OFTEN NOT LOADED WITH SCHEDULE

> SCHEDULES CHANGE CONSTANTLY

> **MOST COMMON**

- > FRIDAY NIGHT INTO SATURDAY MORNING
- > LESS CHANCE OF SCHEDULE LOAD IMPACT
- > SCHEDULE OFTEN LOADS BEFORE CAPACITY
 - > FARES OFTEN NOT LOADED WITH SCHEDULE

> **RECOMMEND WEEKLY CHECKS**

- > CAPACITY: CHANGES IN SEATS BY MARKET
- > DEPARTURES: CHANGES AND UPGAUGES

- > OFTEN WE FIND OUT BEFORE AIRLINE NOTIFICATION

WEEKLY CHANGE REPORT

Tucson International Airport TUS

Weekly Capacity Change Report - Seats per Day Each Way



Airline	Destination	November			December			January			February			March			April		
		11/19/2017	11/26/2017	Change	11/19/2017	11/26/2017	Change	11/19/2017	11/26/2017	Change	11/19/2017	11/26/2017	Change	11/19/2017	11/26/2017	Change	11/19/2017	11/26/2017	Change
AA	CLT																		
	DFW	929	929	0.0%	929	929	0.0%	1,057	1,057	0.0%	1,084	1,084	0.0%	952	1,081	13.6%	933	947	1.5%
	LAX	209	209	0.0%	178	178	0.0%	146	146	0.0%	146	146	0.0%	209	146	-30.2%	216	211	-2.2%
	ORD	287	287	0.0%	233	233	0.0%	308	308	0.0%	387	387	0.0%	299	468	56.5%	280	290	3.7%
	PHX	604	604	0.0%	611	611	0.0%	598	598	0.0%	592	592	0.0%	602	622	3.3%	602	602	0.0%
AA Total		2,028	2,028	0.0%	1,951	1,951	0.0%	2,109	2,109	0.0%	2,279	2,279	0.0%	2,212	2,471	11.7%	2,181	2,201	0.9%
AS	PDX	66	66	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%
	SEA	172	172	0.0%	174	174	0.0%	172	171	-0.7%	176	177	0.8%	186	186	0.0%	190	190	0.0%
	SJC	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%
AS Total		314	314	0.0%	326	326	0.0%	324	323	-0.3%	328	329	0.4%	338	338	0.0%	342	342	0.0%
DL	ATL	351	351	0.0%	317	317	0.0%	315	328	4.3%	315	321	2.0%	352	386	9.7%	360	361	0.4%
	LAX	177	177	0.0%	159	159	0.0%	201	194	-3.2%	196	192	-1.9%	196	196	0.0%	198	198	0.0%
	MSP	97	97	0.0%	56	56	0.0%	119	127	6.8%	131	142	8.6%	159	159	0.0%	158	158	0.0%
	SEA				27	27	0.0%	56	54	-4.3%	65	65	0.0%	76	76	0.0%	5	5	0.0%
	SLC	136	136	0.0%	138	138	0.0%	138	138	0.3%	138	138	0.0%	138	138	0.0%	138	138	0.0%
DL Total		760	760	0.0%	696	696	0.0%	829	842	1.6%	845	859	1.6%	922	956	3.7%	859	860	0.1%
SY	MSP				24	24	0.0%	54	54	0.0%	54	54	0.0%	54	54	0.0%	29	31	4.1%
SY Total					24	24	0.0%	54	54	0.0%	54	54	0.0%	54	54	0.0%	29	31	4.1%
UA	DEN	336	336	0.0%	328	328	0.0%	326	325	-0.4%	346	346	0.0%	379	379	0.0%	291	291	0.0%
	IAH	270	270	0.0%	305	305	0.0%	244	244	0.0%	210	210	0.0%	183	183	0.0%	213	213	0.0%
	LAX	70	70	0.0%	64	64	0.0%	71	71	0.0%	76	76	0.0%	57	57	0.0%	50	50	0.0%
	ORD	79	79	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%
	SFO	126	126	0.0%	154	154	0.0%	139	139	0.0%	186	186	0.0%	249	249	0.0%	160	160	0.0%
UA Total		880	880	0.0%	926	926	0.0%	857	856	-0.1%	893	893	0.0%	943	943	0.0%	789	789	0.0%
VC	AUS							10	10	0.0%	21	21	0.0%	23	23	0.0%	22	22	0.0%
VC Total								10	10	0.0%	21	21	0.0%	23	23	0.0%	22	22	0.0%
VW	HMO																		
VW Total																			
WN	DEN	319	319	0.0%	333	333	0.0%	331	331	0.0%	338	338	0.0%	416	416	0.0%	322	322	0.0%
	HOU	14	14	0.0%	14	14	0.0%												
	LAS	434	434	0.0%	452	452	0.0%	451	451	0.0%	453	453	0.0%	453	453	0.0%	439	439	0.0%
	LAX	439	439	0.0%	438	438	0.0%	401	401	0.0%	388	388	0.0%	401	401	0.0%	410	410	0.0%
	MDW	164	164	0.0%	164	164	0.0%	148	148	0.0%	144	144	0.0%	182	182	0.0%	176	176	0.0%
	OAK	33	33	0.0%	42	42	0.0%	18	18	0.0%	20	20	0.0%	5	5	0.0%	19	19	0.0%
	SAN	316	316	0.0%	341	341	0.0%	282	282	0.0%	266	266	0.0%	281	281	0.0%	275	275	0.0%
WN Total		1,719	1,719	0.0%	1,783	1,783	0.0%	1,632	1,632	0.0%	1,610	1,610	0.0%	1,738	1,738	0.0%	1,639	1,639	0.0%
Grand Total		5,701	5,701	0.0%	5,706	5,706	0.0%	5,815	5,826	0.2%	6,030	6,045	0.3%	6,230	6,523	4.7%	5,862	5,884	0.4%

SOURCE: AIRLINE DATA, INC.

WEEKLY CHANGE REPORT

Tucson International Airport TUS



Weekly Capacity Change Report - Seats per Day Each Way

Airline	Destination	November			December			January			February			March		April			
		11/19/2017	11/26/2017	Change	11/19/2017	11/26/2017	Change	11/19/2017	11/26/2017	Change	11/19/2017	11/26/2017	Change	11/19/2017	Change	11/19/2017	11/26/2017	Change	
AA	CLT																		
	DFW	929	929	0.0%	929	929	0.0%	1,057	1,057	0.0%	1,084	1,084	0.0%	952	1,081	13.6%	933	947	1.5%
	JFK																		
	LAX	209	209	0.0%	178	178	0.0%	146	146	0.0%	146	146	0.0%	209	146	-30.2%	216	211	-2.2%
	ORD	287	287	0.0%	233	233	0.0%	308	308	0.0%	387	387	0.0%	299	468	56.5%	280	290	3.7%
	PHX	604	604	0.0%	611	611	0.0%	598	598	0.0%	592	592	0.0%	602	622	3.3%	602	602	0.0%
AA Total		2,028	2,028	0.0%	1,951	1,951	0.0%	2,109	2,109	0.0%	2,279	2,279	0.0%	2,212	2,471	11.7%	2,181	2,201	0.9%
AS	PDX	66	66	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%
	SEA	172	172	0.0%	174	174	0.0%	172	171	-0.7%	176	177	0.8%	186	186	0.0%	190	190	0.0%
	SJC	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%	76	76	0.0%
AS Total		314	314	0.0%	326	326	0.0%	324	323	-0.3%	328	329	0.4%	338	338	0.0%	342	342	0.0%
DL	ATL	351	351	0.0%	317	317	0.0%	315	328	4.3%	315	321	2.0%	352	386	9.7%	360	361	0.4%
	LAX	177	177	0.0%	159	159	0.0%	201	194	-3.2%	196	192	-1.9%	196	196	0.0%	198	198	0.0%
	MSP	97	97	0.0%	56	56	0.0%	119	127	6.8%	131	142	8.6%	159	159	0.0%	158	158	0.0%
	SEA				27	27	0.0%	56	54	-4.3%	65	65	0.0%	76	76	0.0%	5	5	0.0%
	SLC	136	136	0.0%															
DL Total		760	760	0.0%													859	860	0.1%
SY	MSP																29	31	4.1%
SY Total																	29	31	4.1%
UA	DEN	336	336	0.0%															
	IAH	270	270	0.0%															
	LAX	70	70	0.0%															
	ORD	79	79	0.0%															
	SFO	126	126	0.0%	154	154	0.0%	139	139	0.0%	186	186	0.0%	249	249	0.0%	160	160	0.0%
UA Total		880	880	0.0%	926	926	0.0%	857	856	-0.1%	893	893	0.0%	943	943	0.0%	789	789	0.0%
VC	AUS						10	10	0.0%	21	21	0.0%	23	23	0.0%	22	22	0.0%	
VC Total							10	10	0.0%	21	21	0.0%	23	23	0.0%	22	22	0.0%	
VW	HMO																		
VW Total																			
WN	DEN	319	319	0.0%	333	333	0.0%	331	331	0.0%	338	338	0.0%	416	416	0.0%	322	322	0.0%
	HOU	14	14	0.0%	14	14	0.0%												
	LAS	434	434	0.0%	452	452	0.0%	451	451	0.0%	453	453	0.0%	453	453	0.0%	439	439	0.0%
	LAX	439	439	0.0%	438	438	0.0%	401	401	0.0%	388	388	0.0%	401	401	0.0%	410	410	0.0%
	MDW	164	164	0.0%	164	164	0.0%	148	148	0.0%	144	144	0.0%	182	182	0.0%	176	176	0.0%
	OAK	33	33	0.0%	42	42	0.0%	18	18	0.0%	20	20	0.0%	5	5	0.0%	19	19	0.0%
	SAN	316	316	0.0%	341	341	0.0%	282	282	0.0%	266	266	0.0%	281	281	0.0%	275	275	0.0%
WN Total		1,719	1,719	0.0%	1,783	1,783	0.0%	1,632	1,632	0.0%	1,610	1,610	0.0%	1,738	1,738	0.0%	1,639	1,639	0.0%
Grand Total		5,701	5,701	0.0%	5,706	5,706	0.0%	5,815	5,826	0.2%	6,030	6,045	0.3%	6,230	6,523	4.7%	5,862	5,884	0.4%

> CAPACITY CHANGE BY MONTH
> EX: AA UP 12%

> DAILY SCHEDULE ANALYSIS

- > **TRAFFIC FLOW THROUGH TERMINAL**
 - > MAP PEAKS AND VALLEYS BY DAY AND DATE
- > **BALANCING OF PASSENGERS AT CHECKPOINTS**
 - > ENSURE EQUAL UTILIZATION OF FACILITIES
- > **RON GATE UTILIZATION**
 - > ENSURE ENOUGH COMMON USE GATES FOR RONS

DAILY SCHEDULE ANALYSIS

- > **TRAFFIC FLOW THROUGH TERMINAL**
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 - > ENSURE EQUAL UTILIZATION OF FACILITIES
- > **RON GATE UTILIZATION**
 - > ENSURE ENOUGH COMMON USE GATES FOR RONS

Date	Departure Time	Arrival Time	Destination Airport Code	Origin Airport Code	Mkt. Carrier Code	Flight Number	Aircraft Type	Aircraft Seats
12/01/2017	21:55	00:10	TUS	SAN	WN	6418	73W	143
12/01/2017	22:40	00:35	TUS	DEN	WN	3269	73H	175
12/01/2017	22:30	00:55	TUS	LAX	WN	1346	73W	143
12/01/2017	08:20	10:25	TUS	DEN	WN	768	73W	143
12/01/2017	08:08	10:40	TUS	LAX	AA	3015	CR7	70
12/01/2017	09:50	10:45	TUS	PHX	AA	5916	CR9	79
12/01/2017	07:00	10:46	TUS	PDX	AS	2739	E75	73
12/01/2017	09:10	10:46	TUS	DFW	AA	2676	738	160
12/01/2017	08:00	11:16	TUS	SFO	UA	5802	E7W	76
12/01/2017	08:20	11:20	TUS	MDW	WN	1196	73W	143
12/01/2017	09:40	11:34	TUS	IAH	UA	6350	E7W	76
12/01/2017	09:34	11:40	TUS	SLC	DL	4567	CR7	70
12/01/2017	08:05	11:54	TUS	SEA	AS	648	73H	159
12/01/2017	11:15	12:03	TUS	PHX	AA	6004	CR9	79
12/01/2017	09:05	12:13	TUS	ORD	UA	5360	E7W	76

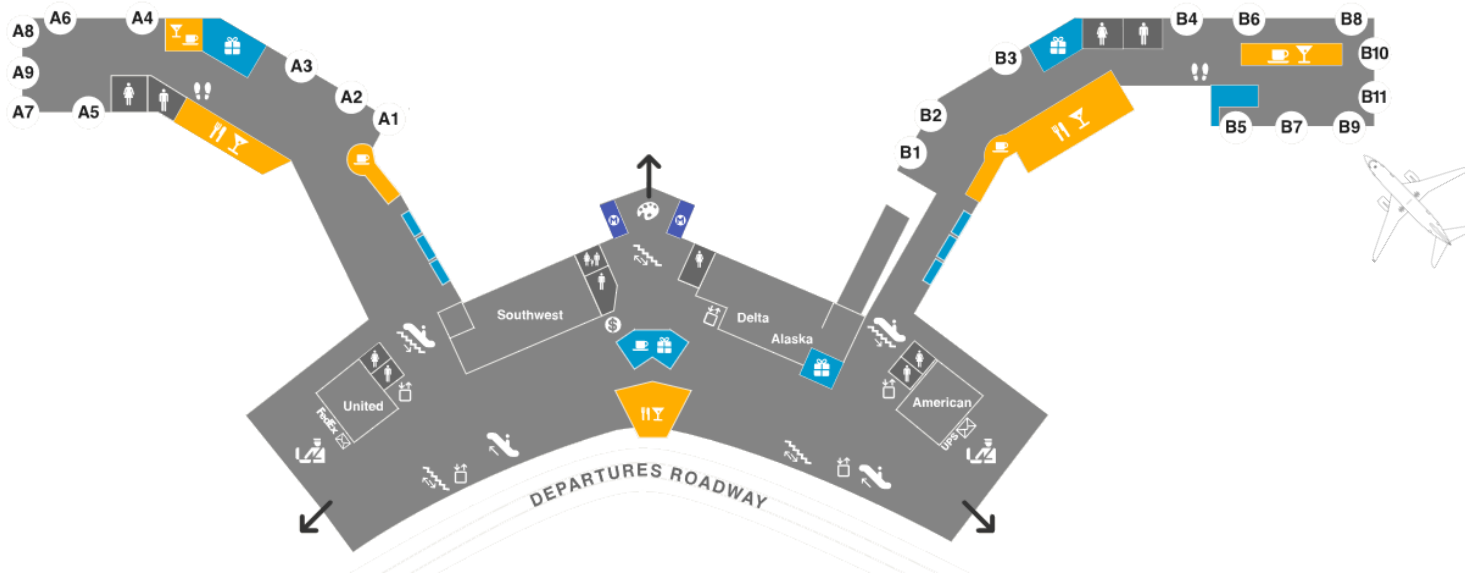
SOURCE: AIRLINE DATA, INC.

TUCSON RON EXAMPLE

TUCSON RON GATE UTILIZATION

JANUARY 9, 2018

6pm



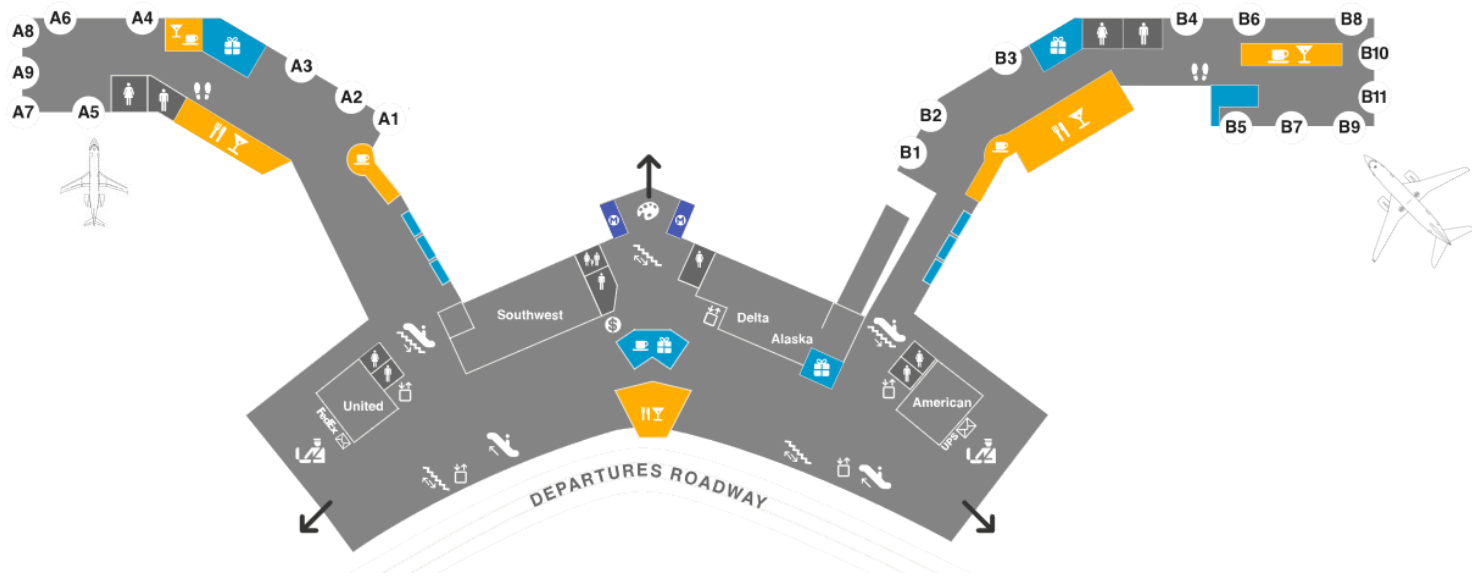
SOURCE: AIRLINE DATA, INC.

TUCSON RON EXAMPLE

TUCSON RON GATE UTILIZATION

JANUARY 9, 2018

7pm



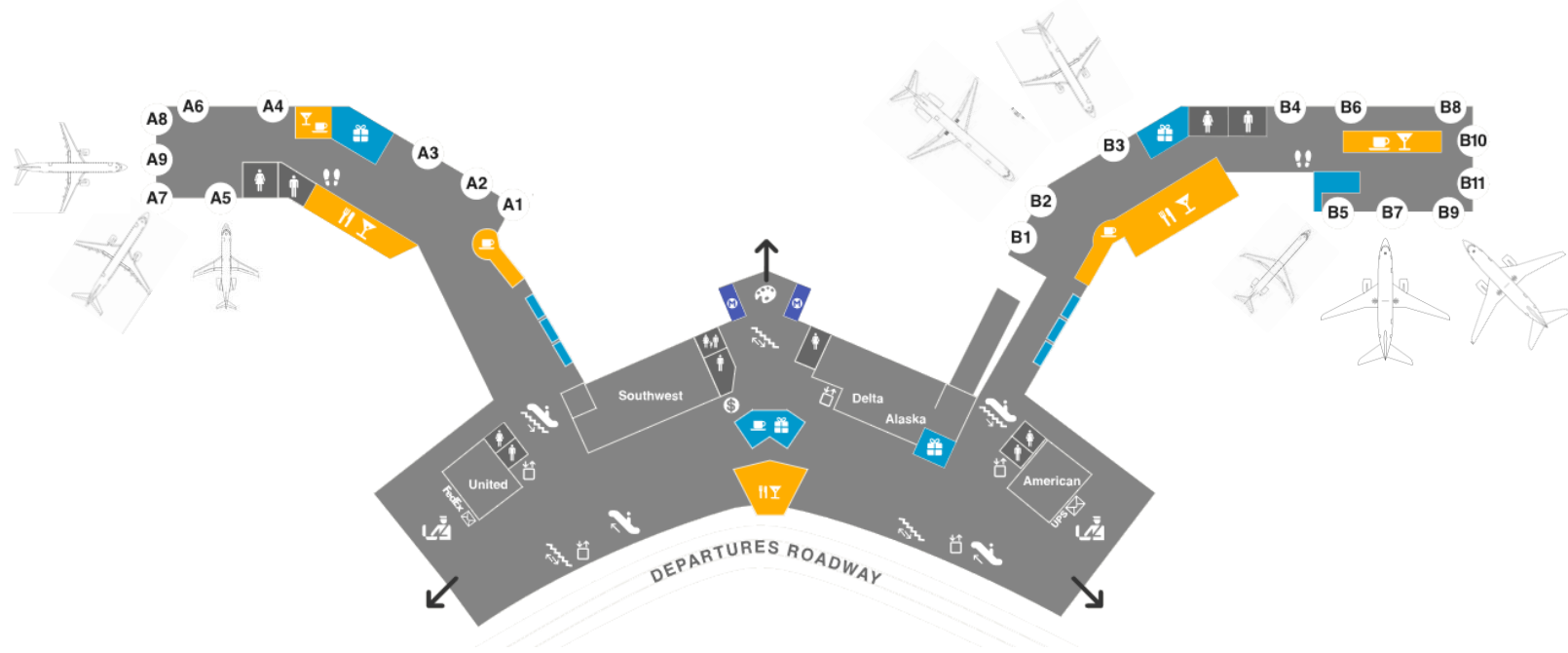
SOURCE: AIRLINE DATA, INC.

TUCSON RON EXAMPLE

TUCSON RON GATE UTILIZATION

JANUARY 9, 2018

8pm



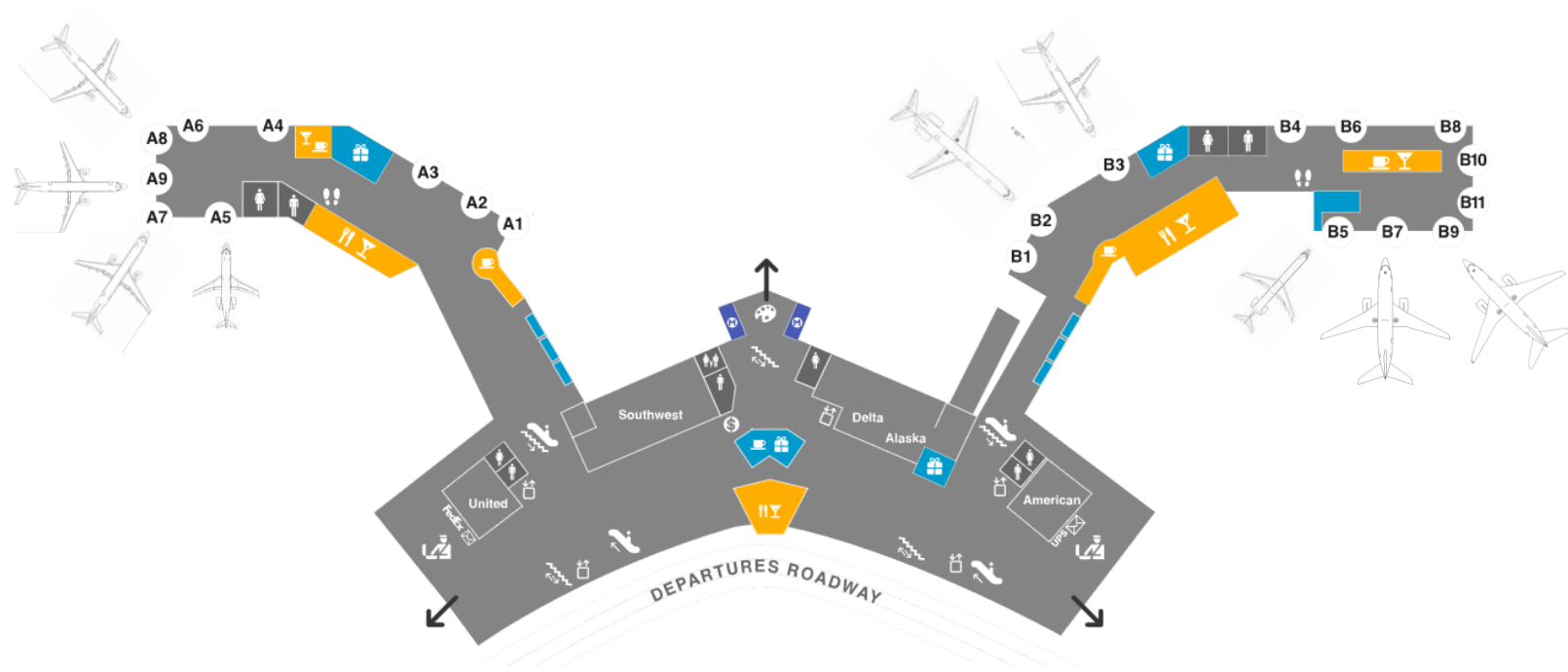
SOURCE: AIRLINE DATA, INC.

TUCSON RON EXAMPLE

TUCSON RON GATE UTILIZATION

JANUARY 9, 2018

9pm



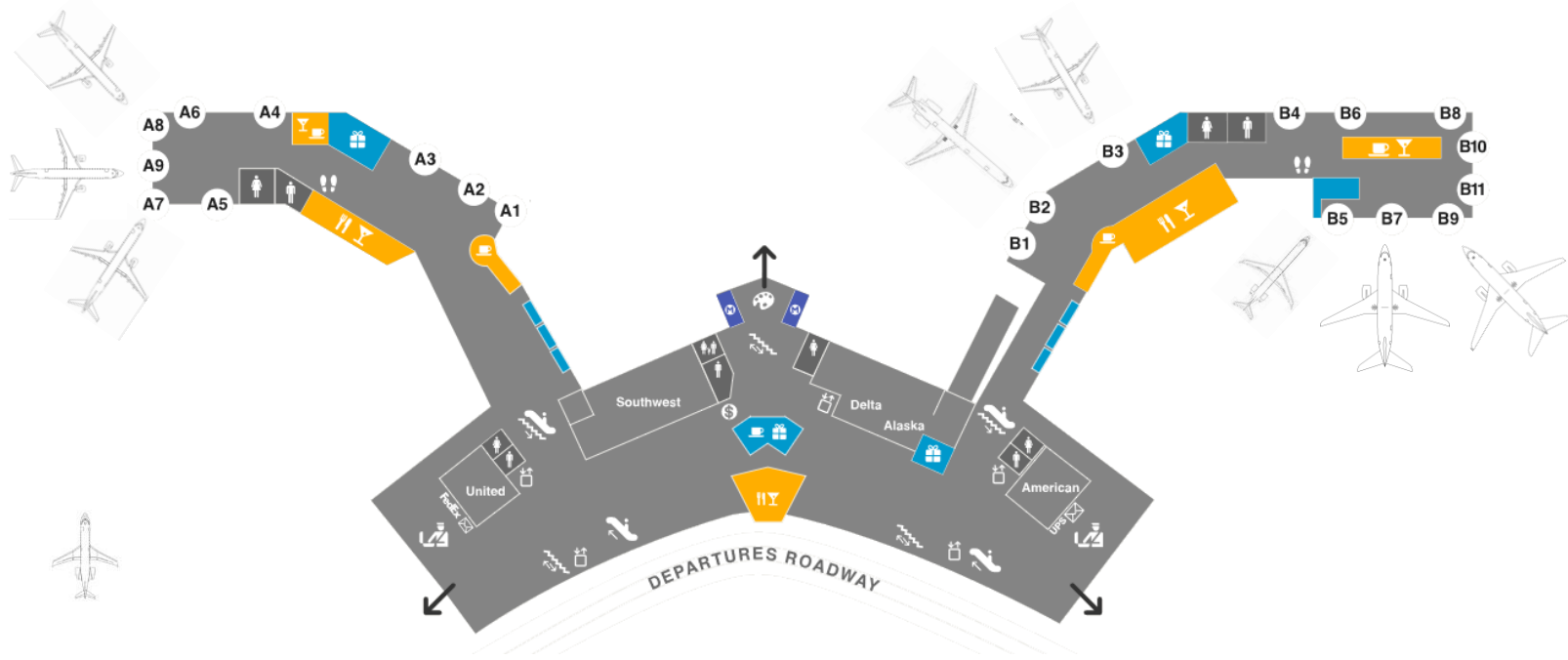
SOURCE: AIRLINE DATA, INC.

TUCSON RON EXAMPLE

TUCSON RON GATE UTILIZATION

JANUARY 9, 2018

10pm



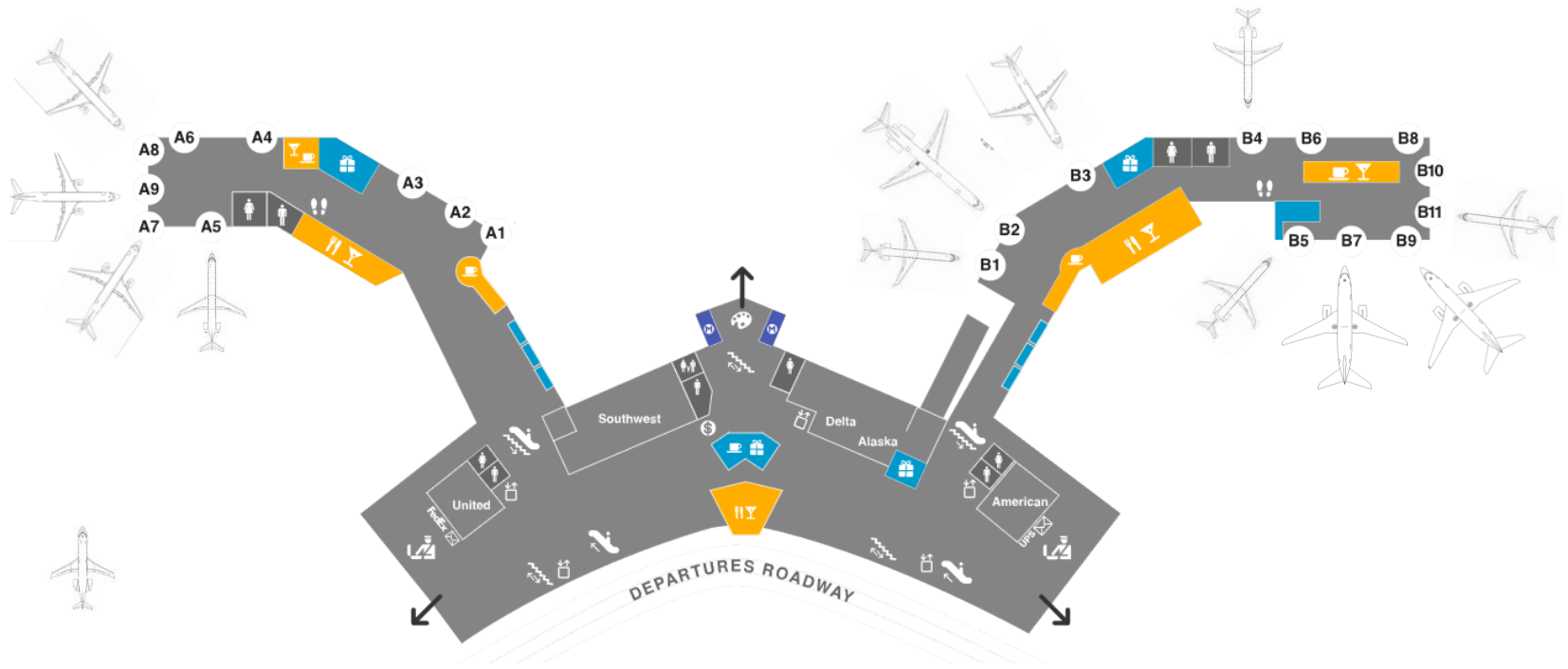
SOURCE: AIRLINE DATA, INC.

TUCSON RON EXAMPLE

TUCSON RON GATE UTILIZATION

JANUARY 9, 2018

10pm



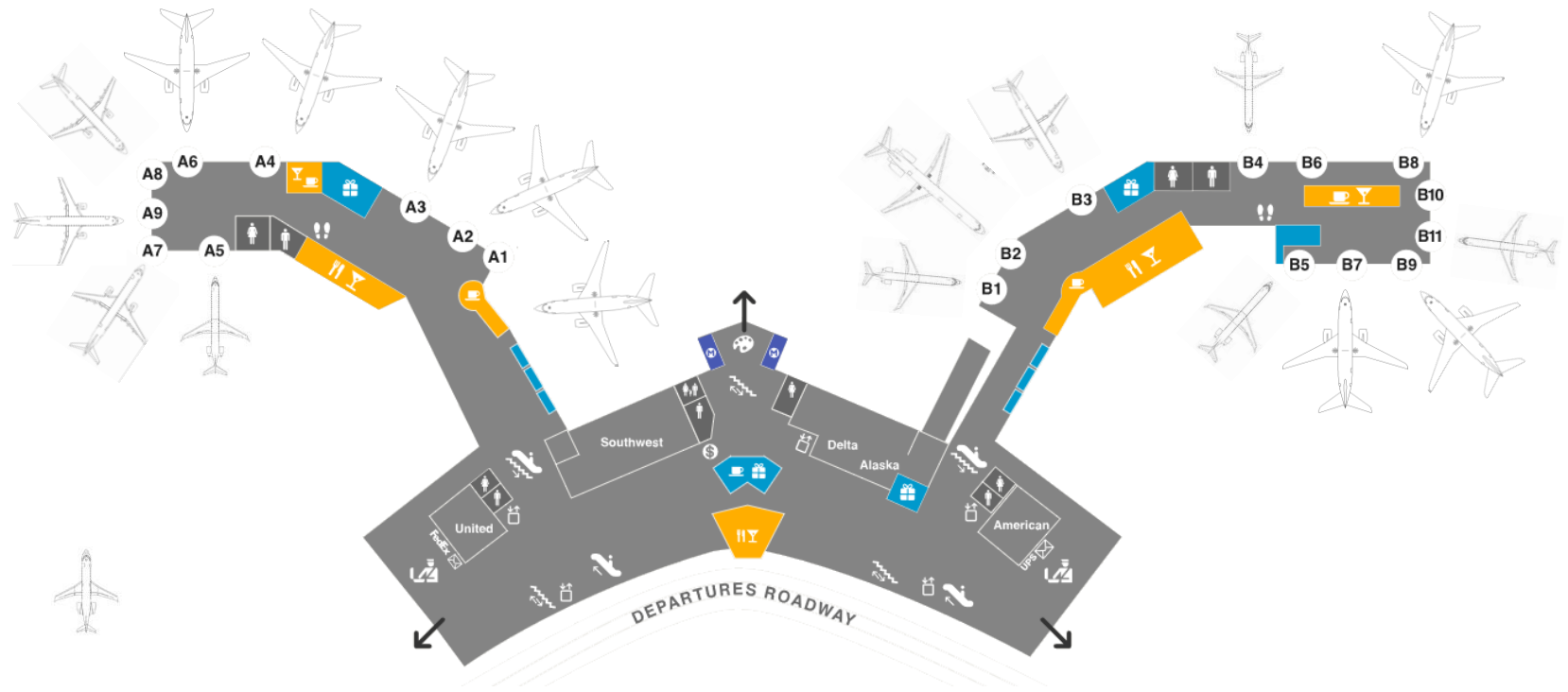
SOURCE: AIRLINE DATA, INC.

TUCSON RON EXAMPLE

TUCSON RON GATE UTILIZATION

JANUARY 9, 2018

11pm



SOURCE: AIRLINE DATA, INC.

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