

Schedule recovery



Schedule Recovery Q What strategy would you use to address the delayed flight? Answer: Out of the several strategies in flight schedule recovery, aircraft swapping would be the best alternative for delayed flight WA 1269 under the given circumstances.

Q. 2 Why did you choose this strategy?

Answer:

Since the airline uses two aircrafts- the Boeing 737- 700s, aircraft A and aircraft B, for the network flight schedule, the two aircraft are hence identical. The effect of this swapping results in no passenger disruption of flight WA 1269 and 20- minute delay for flight WA 1270 as it will arrive in PHX at 1500h local time instead of the scheduled 1440h. But this is of less cost than delaying the morning flight till the afternoon. As a result, the entire flight leg is not affected adversely and the cost associated with the flight delay are also minimized (Belobaba, Odoni, Barnhart 263).

Q. 3 How will you accommodate aircraft, crew and passenger recovery?

Answer:

Aircraft recovery.

The flight routes are of the same time length and as such flight swapping has no effect on the amount of fuel cost or maintenance operation per flight time. Both aircrafts travel the same hours as previously scheduled. Aircraft A will be in SCL at the end of the recovery period instead of being in ALX while Aircraft B will be in ALX at the end of the recovery period rather than in SCL.

Crew recovery.

Aircraft swapping as a recovery option also requires crew to swap. The one of the two crews assigned to each flight has to swap as the other one remains with the aircraft. Flight swapping calls for the reserve crew to be

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called to fill in the gap created (Belobaba, Odoni, Barnhart 265). The crew now assigned to WA 1269 will end up in ATL at the end of the recovery period on flight WA 1276. The three crew remaining will be assigned to flight WA 1270 and at the end of the recovery period they will end up back in SCL on flight WA 1280.

Passenger recovery.

Passenger disruption is minimized in this schedule. The affected flight 1269 results in zero passenger disruptions. Flight WA 1270 will have to be delayed for 20 minutes before departure arriving in PHX at 1500h. As a result, there is 20 minutes arrival delay. Although the flight is delayed, the passenger to ALX will not be affected as the next flight WA 1280 will be ready for departure as scheduled at 1600h. The connecting passengers on flight WA 1270 but on a different airline have a chance of misconnecting.

Q. 4 What costs may be associated with your strategy? What specific factors will increase or reduce these costs?

Answer:

Deadheading costs of crew members that find themselves in one position rather than in the usual position. This crew, although, not flying the plane are still considered on duty and have to be paid for this flight. This cost is affected by the place of residence of the crew.

Compensation cost of passengers by the airline affects those passengers that have connections to different locations, but with a different airline network. This cost is influenced by the number of passengers who are connecting with different carriers.

Reserve crew that has to step in because of the swapping hence increasing the wage cost of the crew. The extra crew available to flight WA 1270 will

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still earn his pay although he won't be flying (Belobaba, Odoni, Barnhart 266). This cost is constrained by the crew fixing policy that assigns one crew to remain with the aircraft.

Works cited

Peter Belobaba, Amedeo Odoni, Cynthia Barnhart. The Global Airline Industry: Volume 23 of Aerospace Series. John Wiley & Sons, Apr 1, 2009.

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