

Lecture Outline

- **Fleet Planning as part of Strategic Planning Process**
 - Airline Evaluation Process
- **Approaches to Fleet Planning**
 - “Top-down” Capacity Gap Analysis
 - “Bottom-up” Detailed Analysis
- **Airline selection criteria for aircraft acquisition**
 - Technical/performance characteristics
 - Economic and financial impacts
 - Environmental regulations and constraints
 - Marketing considerations
 - Political realities

Airline Fleet Planning Models Mit Opencourseware

Henry B. Faulkner



Airline Fleet Planning Models Mit Opencourseware:

An Airline Fleet Planning Model Norman Stanley Clerman, 1967 *An Airline Fleet Planning Model with Financial Constraints* Henry B. Faulkner, 1970 IFA/1 Herve Duchesne de Lamotte, 1981 This thesis investigates the Airline Fleet Assignment models which have been designed during the past 10 years within MIT's Flight Transportation Laboratory. Emphasis is placed on developing an interactive computer system called IFA 1 which simplifies the use of fleet assignment models and improves the insertion or modification of necessary data. The first section gives a general review of the mathematical models used for vehicle planning in air transportation with special attention given to the Airline Fleet Assignment and Fleet Planning problem. The techniques used to solve these problems are discussed and one model of particular interest, the FA4 model, is introduced. The second part describes how FA4 is used in practice and points out some of its major deficiencies. An improvement is proposed through the means of an interactive computer package available at the Flight Transportation Laboratory. Future modifications to this interactive system are also discussed. Finally, an alternative solution is suggested to one of the theoretical problems which underlies the Fleet Assignment model, the phantom frequency problem. This issue is discussed and a new set of equations is proposed which improves the efficiency of the model. A Model of Airline Fleet Planning John F. Kososki, 1970 *Supplemental Airline Fleet Planning: a Mathematical Programming Approach* Reed Heber Randall, 1969 **An airline fleet planning model** David Joseph Sassom, 1975 **A Long Range Fleet Planning Model for the Air Transport Industry** Dennis F. X. Mathaisel, 1977 **Cell Fleet Planning** Armando C. Silva, Massachusetts Institute of Technology. Flight Transportation Laboratory, 1984 The objective of this thesis is to demonstrate the practical use of the Cell Fleet Planning Model in planning the fleet for the U.S. airline industry. The Cell Model is a cell theory linear programming approach to fleet planning. Four scenarios of the Model are presented, three with a nine cell representation of the system and a test case using a thirty cell representation. A detailed analysis of the results for each case has been performed. A comparison between the cases with other forecasts and with recent historical data, which has also been analyzed, is shown. The Cell Model has produced realistic results. It has proven to be efficient regarding computer time and labor intensity given the size of the problem and to be viable for industry use. Should no dramatic changes in the airline route system structure occur in the next ten years, results obtained show a greater need for small capacity short range aircraft, e.g. B737's, B757's and DC9's than for other aircraft types. **Fleet Planning for the Air Transport Industry** Dennis Francis Xavier Mathaisel, 1980 **Fleet Planning and Aircraft Selection Decisions Models** Vero Lalao Ratsifandrihamanana, 1997 The Airline Fleet Planning Process George William Hamlin, 1975 **Airline Fleet Planning and Scheduling** Kyriakos Gianotas, 1984 Airline Fleet Planning Via Goal Programming G. J. Schick, C. Z. Vailakis, Douglas Aircraft Company, 1982 *Business Model of Aircraft Fleet Planning Using ANN* Partha Kumar Pandit, M. Ahsan Akhtar Hasin, 2018 Robust Airline Fleet Assignment Barry Craig Smith, 2004 Robust Airline Fleet Assignment Barry C Smith 140

Pages Directed by Dr Ellis L Johnson Fleet assignment models are used by many airlines to assign aircraft to flights in a schedule to maximize profit Major airlines report that the use of fleet assignment models increases annual profits by more than 100 million The results of fleet assignment models affect subsequent planning marketing and operational processes within the airline Anticipating these processes and developing solutions favorable to them can further increase the benefits of fleet assignment models We propose to produce fleet assignment solutions that increase planning flexibility and reduce cost by imposing station purity limiting the number of fleet types allowed to serve each airport in the schedule We demonstrate that imposing station purity on the fleet assignment model can limit aircraft dispersion in the network and make solutions more robust relative to crew planning maintenance planning and operations Because station purity can significantly degrade computational efficiency we develop a solution approach Station Decomposition which takes advantage of airline network structure Station Decomposition uses a column generation approach to solving the fleet assignment problem we further improve the performance of Station Decomposition by developing a primal dual method that increases the solution quality and model efficiency Station Decomposition solutions can be highly fractional we develop a fix and price heuristic to efficiently find integer solutions to the fleet assignment problem Airline profitability can be increased if fleet assignment models anticipate the effects of marketing processes such as revenue management We develop an approach ODFAM which incorporates airline revenue management effects into the fleet assignment model We develop an approach to incorporate station purity and ODFAM using a combination of column and cut generation This approach can increase airline profit up to 27 million per year *Application of Goal Programming to the Airline Fleet Planning* Constantinos Zacharias Vailakis,1982

Aircraft Fleet Planning Mohd. Yusoff Bin Sulaiman,1989 **Airline Fleet Assignment and Schedule Design** Manoj Lohatepanont,2002 Our study shows that the benefits of modeling these elements can be as large as 100 million annually for a major U S airline In addition we show that modeling flight leg interdependence is more important than demand stochasticity for hub and spoke fleet assignment problems We develop two models for schedule design one assuming that the market share of an airline remains constant with schedule changes and the other assuming that market share varies with schedule changes The constant market share model while less precise in its modeling is much easier to solve than the variable market share model We estimate that the potential benefits of these models range from 100 to 350 million annually

Aircraft Flight Planning Models for Use in Evaluation of the Airline Profit Function Loren N. Rea,1960

Planning for the Introduction of a New Aircraft Into an Airline Fleet H. W. Barenz,Society of Automotive Engineers,1964

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