



Flight Planning Survey 2009



ASISTIM Flight Dispatch Survey 2009

(Benchmark concerning the airline industry)

Never-ending economic pressures, in particular today's high and rising fuel prices, are forcing airlines to become increasingly efficient in their use of energy. Flight planning can contribute significantly a remarkable share when it comes to reducing operational costs, despite the fact that it can be labor intensive and requires advance flight planning technology.

The aim of the survey was to obtain a better picture as of how airlines are set up and what solutions they have put into practice to meet the daily challenge of operational flight planning.

A total of 227 airlines have participated in the survey and our thanks go to all those which have taken the

time to complete the 15 survey questions. The results will allow airline operation managers to compare themselves against the airline industry, to obtain confirmation of their approach, or to realize that the aviation industry has more competitive solutions to offer in the field of operational flight planning.



Svensen Patrick Rossmann
Managing Director
ASISTIM GmbH

Categories

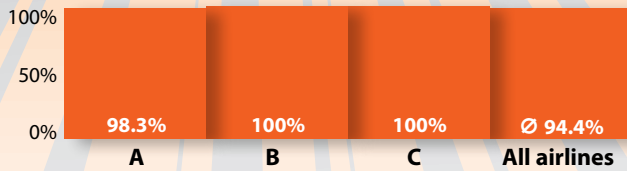
As the airline size contributes to the economy of scale, we have divided the survey results into four categories. This will allow a comparison within the same airline size or alternatively a comparison against all airlines irrespective of size. **Category A:** 0 - 5 Aircraft, **Category B:** 6 - 20 Aircraft, **Category C:** > 20 Aircraft, **All airlines** (Ø).

General Survey Data

	Category A	Category B	Category C	All airlines
Total aircraft	208	631	1971	2810
Total flights per day	702	1952	7135	9789
Average flights per aircraft per day	3.4	3.1	3.6	3.5
Average flights per dispatcher per day	1.9	3.7	11.9	6.5
Earliest flight plan calculation before departure in hrs.	1.0	1.0	1.0	1.0
Latest flight plan calculation before departure in hrs.	24.0	24.0	24.0	24.0
Average flight plan calculation before departure in hrs.	6.6	4.7	4.5	5.2

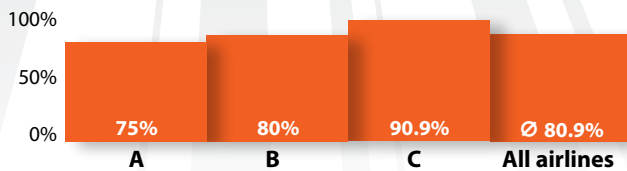
✈️ Operation Center

1. Airlines with an in-house operation center



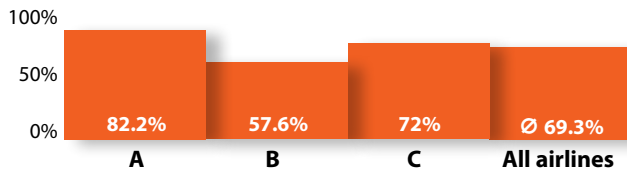
✈️ 24/7

2. Airlines operating 24/7



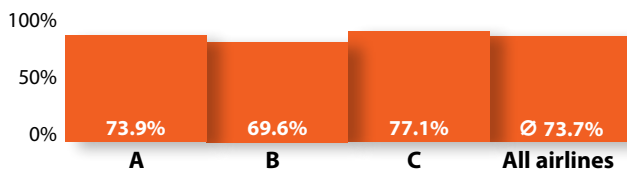
✈️ Licensed Dispatch Personnel

3. Airlines operating with licensed dispatch personnel



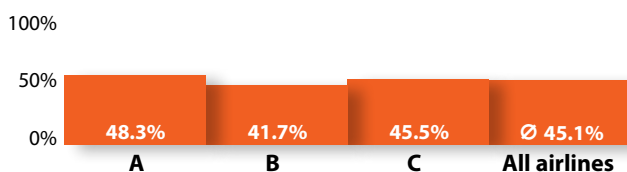
✈️ ICAO

4. Airlines that train their dispatch personnel according to ICAO recommendations



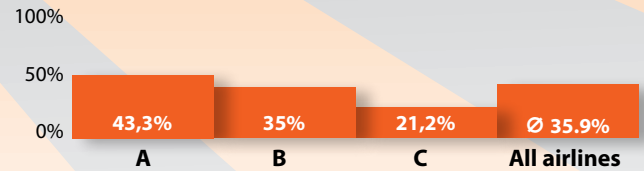
✈️ Qualified Staff

5. Airlines that experience difficulties hiring qualified staff



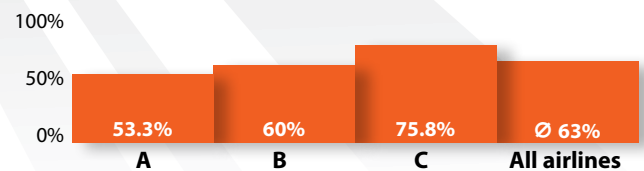
✈️ Outsourcing

6. Airlines that would consider outsourcing their flight planning



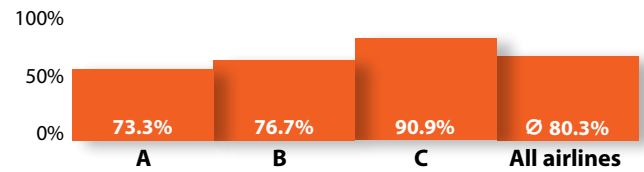
✈️ Cost Index

7. Airlines that operate with cost index



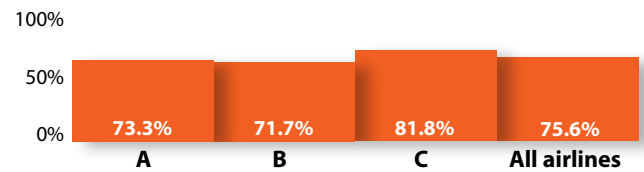
✈️ Company Routes

8. Airlines that use company routes



✈️ En-route Charges

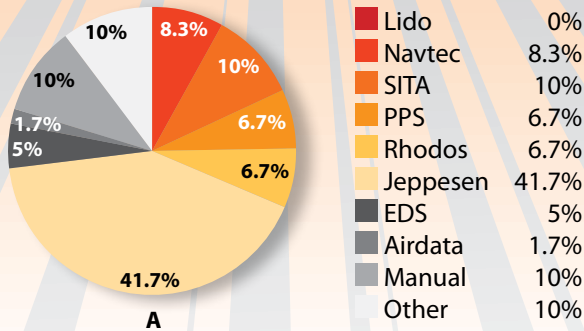
9. Airlines that consider en-route charges



For any remaining questions, requests or suggestions please contact:

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✈ Flight Planning System Market Shares in Terms of Customers



✈ Flight Planning System Market Shares in Terms of Aircraft

