Aircraft Turnaround Time

Use Cases

1. Passenger disembarkation and embarkation efficiency – Utilizing both front and aft doors for deplaning and enplaning of passengers. Indigo the leading ULCC in India, utilizes this concept by using PBB (Passenger Boarding Bridges) for front and stairs for the aft door. Sometimes in remote stands both doors can be attached to stairs and passengers will be transported through buses from ramp to arrival gates.
2. Cross functionality training for above the wing staff involving Check-in, boarding Gate duty, self-service kiosk functions, baggage reconciliation process, dangerous goods awareness, passenger boarding bridge operation will ensure adequate staffing coverage. Recurrent training shall be provided to keep staff up to date and hands on to deal with high pressure situations.
3. For efficient refuelling operations, the fuel service providers should receive the fuel load at least 180 minutes prior to the scheduled departure of the flight.
4. Accurate communication and follow up by operations control centre with the airport bases for prompt cleaning services and catering relinquishment services to be readily available on the ramp at arrival gate during chocks on.
5. The ground handler (Company Owner or third party) must be clearly provided with a ground operations manual outlining the exact turnaround procedures to be followed to meet on time performance. The airline should ensure and audit routinely the ground handler’s operating procedures to maintain the safety and efficiency of operations.
6. Maintenance service providers must be available on site 24/7 to attend any maintenance related issues.
7. Reducing flights delays starts with the first flight of the day leaving on time. One way is to have a dedicated airline coordinator on site in every base to coordinate the activities between the airline operations centre and the ground handlers to help in achieving the on-time departure of the head start flights.

Data

Turn Around Time

1. Standard/Estimated/Actual Time of Departure
2. Standard/Estimated/Actual Time of Arrival
3. First Passenger Off time – Disembarking
4. Last Passenger Off time – Disembarking
5. First Passenger On time/Last Passenger On time – Boarding
6. First baggage on belt data for arrivals - each flight
7. Baggage Load Sheet for each flight
8. Weight and Balance data
9. Ramp Crew Training data
10. Above the wing crew Training data
11. Data about Air Traffic control related delays
12. Check In counters opening and closing times
13. Passenger Load Factor
14. Buy on board Catering – Target vs Actual sale on board