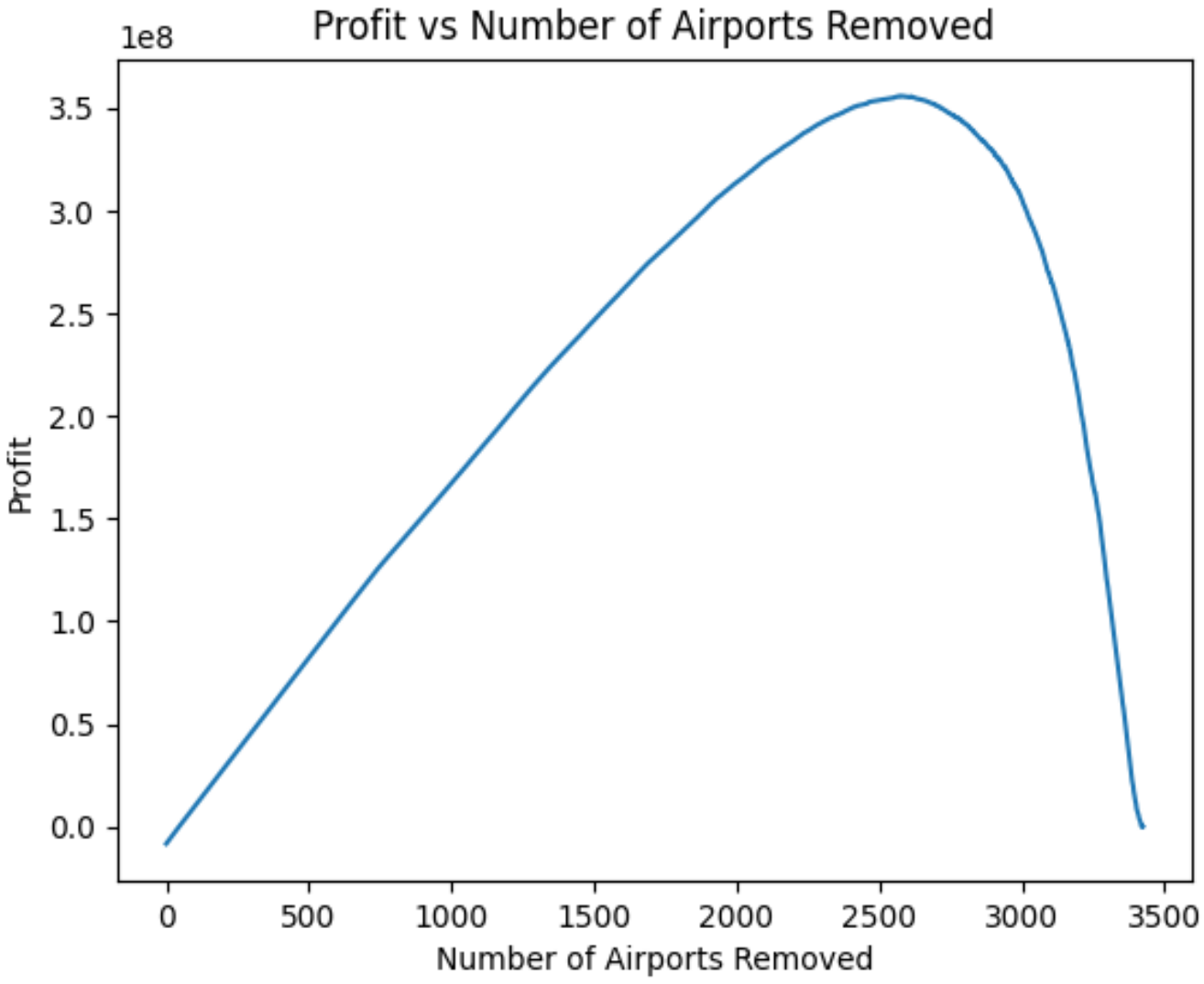
StarLift Airlines Network Profitability Evaluation

The goal of this analysis was to analyze the company StarLift Airline's structure in airports around the world. They have several airports they rent space from and want to find what the most profitable setup is at different price points and airport fees--specifically if they should remove airports from their network and, if so, how many they should remove. We did an analysis of the trip data provided to find the number of airports, the number of trips each airports is involved in (to find the most used airports), and we created a model showing the relationship between potential profits and airports removed. In this process we found the peak profitability to come at the removal of 2575 airports, increasing our original profits astronomically to $355,960,000 in the measured period from a previously negative value.



Profits

Number of Airports Removed	Profit	Airport Removed
0	-8370000	--
1	-8180000	VDA
2	-7990000	KPR
3	-7800000	KZI
4	-7610000	KZB
5	-7420000	BSS
6	-7230000	CMP
7	-7040000	LJA
8	-6850000	STZ
9	-6660000	TUA
10	-6470000	SXX
	...	
2570	355680000	EGC
2571	355660000	RBA
2572	355640000	FMO
2573	355800000	HGU
2574	355950000	SUV
2575	355960000	NKC
2576	355930000	LNZ
2577	355920000	LDB
2578	355930000	MLH
2579	355900000	SKT

Airport Counts

Airport ID	Source	Destination	Double Counts	Total Trips
VDA	1	0	0	1
KPR	0	1	0	1
KZI	0	1	0	1
KZB	0	1	0	1
BSS	0	1	0	1
CMP	0	1	0	1
LJA	1	0	0	1
STZ	1	0	0	1
TUA	0	1	0	1
SXX	1	0	0	1
KYK	0	1	0	1

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AMS	453	450	0	903
JFK	456	455	0	911
DFW	469	467	0	936
LAX	492	498	0	990
FRA	497	493	0	990
CDG	524	517	0	1041
LHR	527	524	0	1051
PEK	535	534	0	1069
ORD	558	550	0	1108
ATL	915	911	0	1826