" THE EVALUATION OF AIRCRAFT TRANSIT / TURNROUND TIME ON AIRLINE'S PERFORMANCE - WITH REFERENCE TO MALAYSIA AIRLINE (MAS) B 737 AIRCRAFT AT SUBANG INTERNATIONAL AIRPORT "

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ABSTRACT

An appreciable contribution to time saving and in particular to utilization of the aircraft results from the revised approach of identifying the activities held during the aircraft on transit/turnround. Within the present available resources of labour, equipment and materials, the minimum time must be met in accordance to the assigned time specified.

However, under a set of constraints, the optimization is being made using the Critical Path Analysis technique for the aircraft to achieve a more economical period of time on the ground.

A saving in time can be obtained for the aircraft when compared to the traditional path stretching and holding at a longer time on the ground.

From the study conducted, it seems to indicate that the sequencing activity proposed will lead to an appreciable maximisation the usage of the availability of the aircraft capacity as well as on ground time savings.

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CHAPTER 2 THE GROUND ACTIVITIES (THEORY)

1.1 Introduction

A study has been undertaken in order to analyse the potential of time saving and how higher utilisation of the aircraft in terms of the aircraft ground time relationships at Subang International Airport.

A number of areas have been covered including chocks on, chocks off, the process of passengers disembarking and embarking, catering movement, cabin cleaners job, cabin crew preparation, refuelling procedure and cargo offloading and loading system.

It appears that time saving particularly in aircraft utilisation could result from a revised approach to the identification of ground handling activities.

Chapter 1 described the concept of transit/turnround. It is applicable to the present system of Subang International Airport, which make it possible to minimise the total transit/turnround for the domestic flight. The study conducted is only confined to B 737 aircraft on Kuala Lumpur Penang sector. The KUL-PEN sector is selected for the study because the time representation computed the maximum limit, for example full passenger load and the average sector length as far as the domestic flight for Peninsular Malaysia is concerned. Therefore, in reality the work activities