

Creating KLM potential

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KLM is planning to transform the schedule structure on the SPL hub from a 3-Wave system to a 6- Wave system. Current 3-Wave system is based on three connection complexes, centralised at 9.00, 14.00, and 19.00 hours (LT). Capacity limitations make it difficult for KLM to grow within this schedule structure.

Moreover, the 3-Wave system has several commercial short- comings, for example, the lack of a significant bank of early morning European departures. Based on an analysis of the rescheduling possibilities for intercontinental flights, a new wave system has been designed.

This 6-Wave system contains four major connection complexes during the day. These major connection complexes contain both intercontinental, and European arrivals and departures. The remaining two waves (early in the morning, and late at night) have either intercontinental arrivals and European departures (Bank 1), or European arrivals and intercontinental departures (Bank 6).

In local times the six waves are centralized at 7.30, 10.00, 12.30 15.00, 18.00 and 21.30 hours.

Implementating this new schedule structure requires significant growth on the European destinations. As intercontinental flights are more equally spread during the day, more European flights are required to realize all connections.

Hence, expansion of the European fleet to over 50 jets (currently 40) is conditional to implementation of the six-wave systems.

The additional European fleet units will be phased in during 1997 and 1998. Implementation of the new schedule structure is currently planned for the summer of 1998.