

Route Planner

Quick Start Guide for Airline Professionals

<https://rp.travelac.com>

Use Travelac Route Planner to compare routes, aircraft and frequencies, and test how demand, fares and costs affect daily contribution and aircraft utilization. Start with one route, establish a baseline, then change one assumption at a time. You supply the commercial assumptions; the tool calculates their effects.

Start your first route

- 1. Open a scenario.** Select a starter route to explore, or click + Add route for your own city pair. Starter values are illustrative.
- 2. Select the aircraft and airports.** Enter recognized IATA or ICAO codes. Distance is calculated automatically. Check that the aircraft configuration fits your planned operation.
- 3. Enter demand and revenue.** Set Total passenger demand, Connecting passengers (%), Local fare and, if applicable, Connecting revenue. Use the definitions below.
- 4. Set the schedule.** Enter Daily round trips. Review seats, total crew and Block Time. Leave Use calculated Cost and Block Time checked for an initial estimate.
- 5. Review the results.** Check contribution, load factor, break-even load factor and aircraft time used. Resolve any range, runway or slot flags before treating a scenario as viable.
- 6. Compare alternatives.** Change fare, frequency or aircraft and review the impact. Use the duplicate icon to create another scenario; a duplicate also counts in plan totals.

Inputs you must set or verify

Input	What to enter or check
Aircraft and airports	Select the aircraft and enter both airport codes. Unknown codes cannot form a route.
Total passenger demand	Passengers per day in ONE direction, across all flights. Include local and connecting passengers.
Connecting passengers	Percentage of total demand that connects. Enter 0 if none.
Local fare and connecting revenue	Average one-way local fare in dollars. For connections, enter the revenue earned on this flight, not the full itinerary fare.
Daily round trips	One round trip means two departures, one in each direction.
Seats crew time and cost	Review the defaults. Enter your own Block Time and cost if calculated estimates do not fit the operation.

The model applies the same demand, schedule and cost assumptions in both directions. Demand of 300 means 300 passengers each way per day.

Optional refinements

- **Fare worksheet.** Open worksheet under Local fare. Split local passengers among three fare levels; shares must total 100%. Set connecting revenue directly or as a discount from local fare. Click Use averages.
- **Manual time and cost.** Uncheck Use calculated Cost and Block Time, or edit either field. Checking it again replaces both values with calculated estimates. Green shows a value that differs from its calculated default; blue shows a match.
- **Airport cost levels.** Under Additional planning assumptions, select Use airport cost levels. Review each airport's level and dollar adjustment, then Apply. The total fills Airport cost adjustment and applies per one-way flight in both directions. The indicator confirms when levels are in use.
- **Other route adjustments.** Use Additional planning assumptions for seasonal demand, fare impact on demand, aircraft range, runway and slot constraints, and cargo or mail contribution. Leave unused adjustments at their defaults. Cargo and mail amounts are net of additional handling costs, per flight.
- **Aircraft and shared assumptions.** Use Edit defaults by the aircraft selector for its cost benchmark and fuel use. Review shared assumptions for fuel price, crew cost, overhead, turnaround time and available aircraft hours. These can affect several routes.

Read the results

Result	How to use it
Passenger revenue / day	Revenue from passengers carried in both directions. Capacity limits passengers carried.
Contribution / day	Passenger revenue plus net cargo and mail contribution, minus modeled operating costs and airport adjustments.
Load factor	Passengers carried as a percentage of available seats. More seats earn more revenue only when demand is unmet.
Break-even LF	Seat occupancy needed to cover modeled costs at the assumed revenue per passenger. Above 100% is not achievable at those assumptions.
Aircraft time used	Block Time plus turnaround time against available daily hours. Above 100% exceeds one aircraft's daily budget.

Try a recommendation. Click Recommend improvements, then Create test scenario. Tests are excluded from plan totals. Use in plan replaces the original route with the selected test.

Save and share your work

Valid edits save automatically in the current browser. There is no route Save button. Export CSV for analysis, or select Print and choose Save as PDF to share the plan. CSV is an export, not a scenario restore file. Scenarios do not automatically follow you to another browser or device.

 Hover over or click the blue info icons for field help. A red input border means the entry needs correction. For Block Time and Operating Cost, green means the value has been changed from the calculated default. Restore examples replaces your saved scenarios after confirmation. Admin is for maintaining system defaults and airport categories; it is not needed for normal route planning.

Blue Matches default

Green Changed value

Red Needs correction

Use results to compare planning assumptions. Validate demand, costs and operational feasibility with your airline's data before making a route decision.