This note is a Call for assistance from the web: access to detailed breakdown of NSOC (Night Stop-Over Costs) for the types 73X and/or A32X on typical feeder routes in Europe or USA is needed.

The point which we want to make is this: airline accountants impute NSOC incurred between day D-1 and day D upon the N flights produced in day D. The cost picture for the N flights produced in day D is $C_D = \sum_{i=1}^{N} (\text{Hourly}_i + \text{Cyclic}_i + \text{Fuel}_i)$ for $i = 1, 2, 3 \ldots N$ Typically for SMR feeder routes, with flight times averaging 90' and airport ground rotations of 50' and setting the planning laxes to 1h in 17h active time between 06h:00 and curfew at 23h:00, we have $N = 7$ flights. If ground rotations are shortened to 30', then we get $N = 8$ flights before curfew. For route networks averaging 60' flight time, the numbers are $N = 9$ vs $N = 11$, pending the average duration of airport ground rotations.

The airline accountant will compile NSOC for the aircraft in the night between day D-1 and day D, then he'll impute the 24h-cyclic NSOC/N upon Cyclic, for each of the following day's N flights.

The calculation is not a trifle, we're talking of real money! Let's review what NSOC is all about:

1. towing aircraft to parking area/to maintenance hangar;
2. night line maintenance checks/A-checks as applicable;
3. night parking fees to Airport Authority, including watchman/security service;
4. aircraft night stop-over insurance to Underwriters;
5. night full cabin cleaning service to Handling Agents or self-arranged (homebase);
6. taxi or shuttle for Cabin Crew/Flight Crew to hotel; ditto back to airport
7. per diem cabin crew/flight crew;
8. hotel bills for cabin crew/flight crew;
9. aircraft cleaning and/or de-icing in the morning, including towing service to gate;
10. cold engine start-up service (if applicable);
11. amortization of aircraft over the night stop-over idle time
12. (... other NSOC items omitted in the listing above?).

The point here is to compile all costs directly linked with the night stop-over of the aircraft, both exhaustively and systematically: eg it is WRONG to analytically confuse crew per-diem into hourly costs together with salary because the generating clue is the stop-over, not the flight hour: doing the imputation wrongly leads to drawing the wrong conclusions, generating erroneous strategies!

The objective hereof is to ascertain how increased daily productivity impacts favorably on NSOC. If you have any relevant clues where to access NSOC details for 73X and/or A32X, please report to:

Toulouse, 25th March, 2013

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