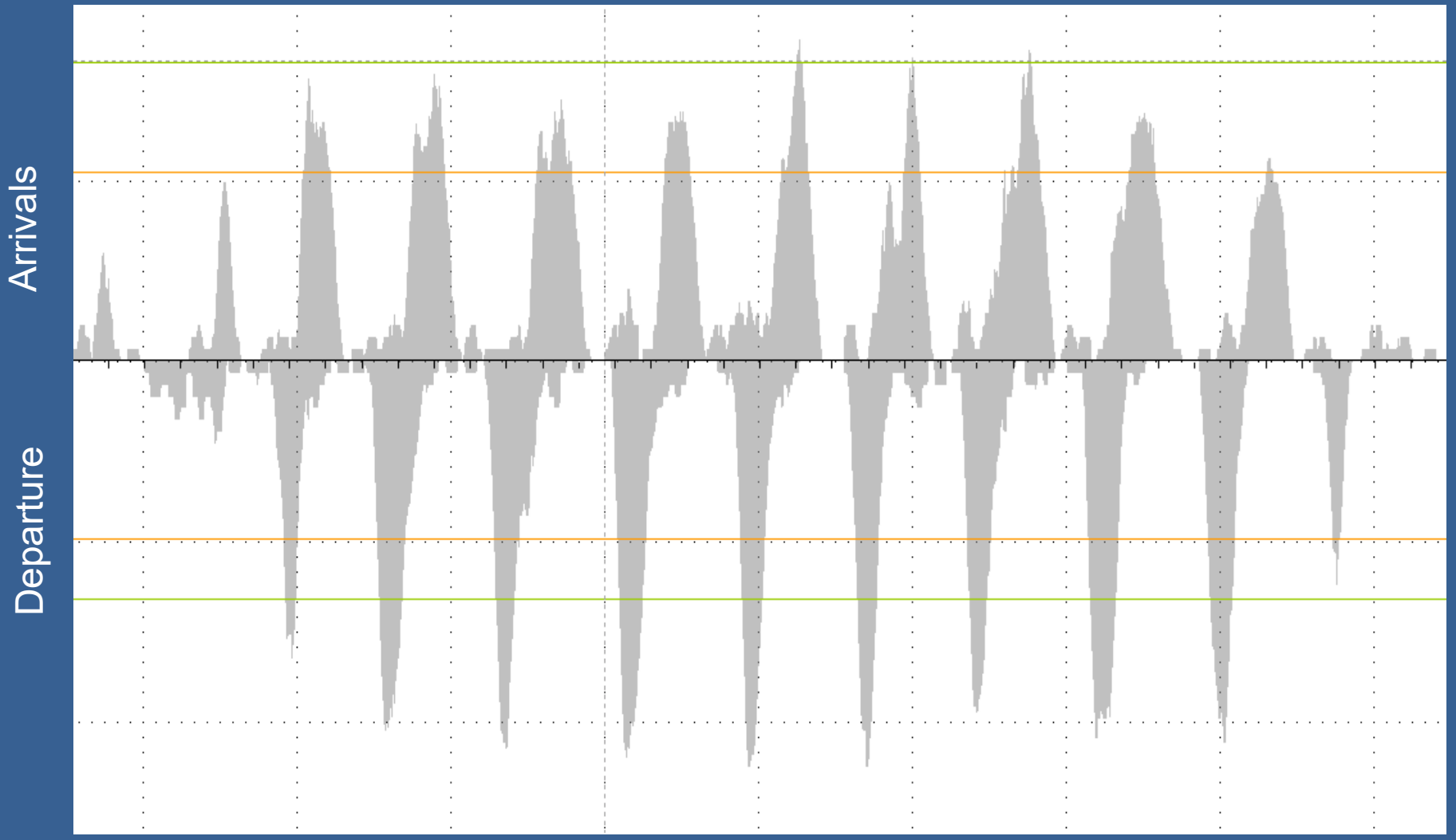
Hub Bank Structures

Peaked versus Non-Peaked Banks

- Traditional or Peaked Banks at a Hub focus on:
  - Maximizing Connecting opportunities and Revenue
  - Reducing elapsed time
- Non-Peaked or Continuous Wave at a Hub focus on:
  - Improving Aircraft and Gate utilization
  - Reducing Cost by
    - Increasing productivity
    - Reducing Block times
  - Providing better non-stop local times
- Both bank structures use directional flow

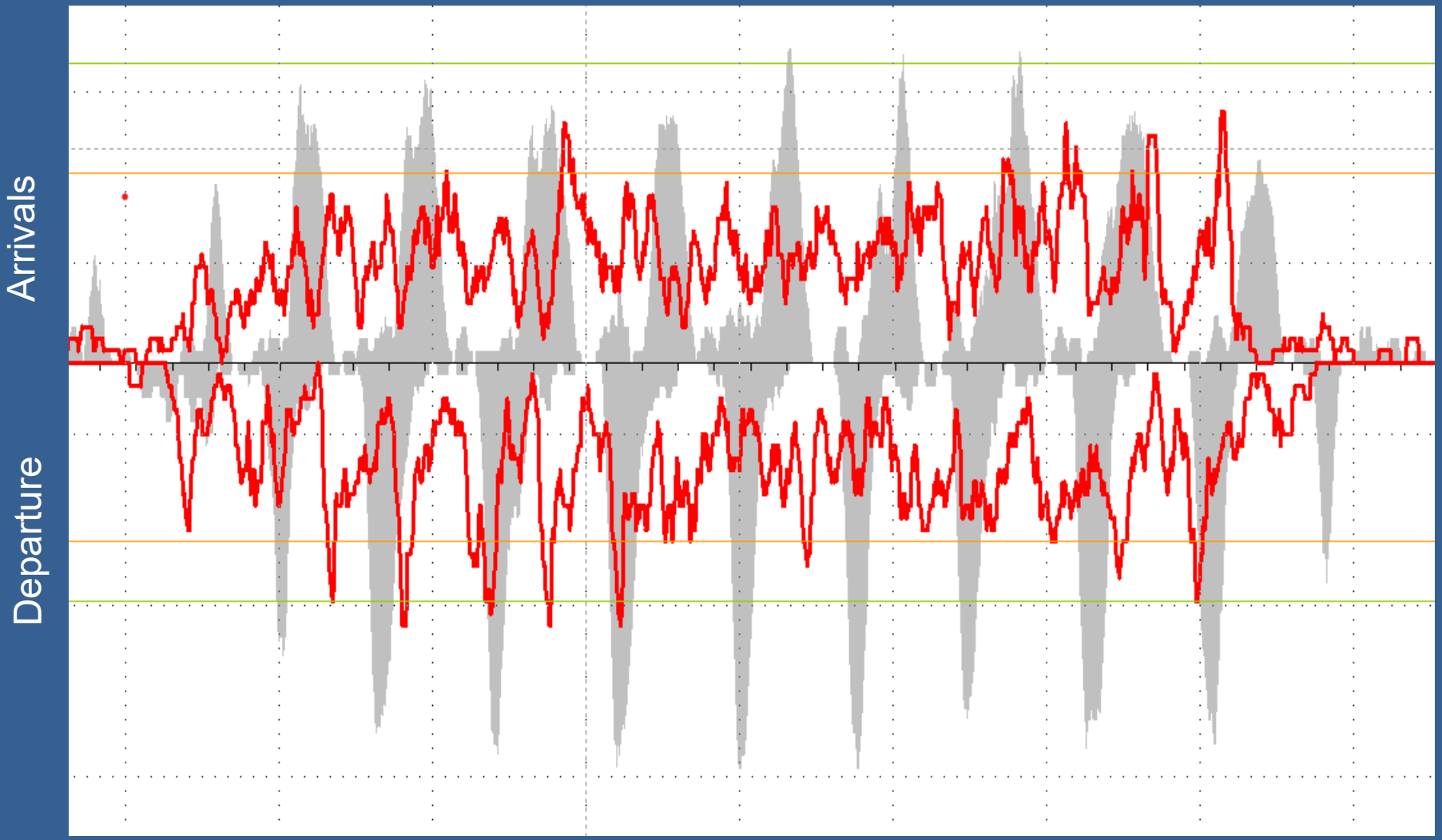
Peaked versus Non-Peaked Banks

Example of an airline at an airport with Peaked Banks



Peaked versus Non-Peaked Banks

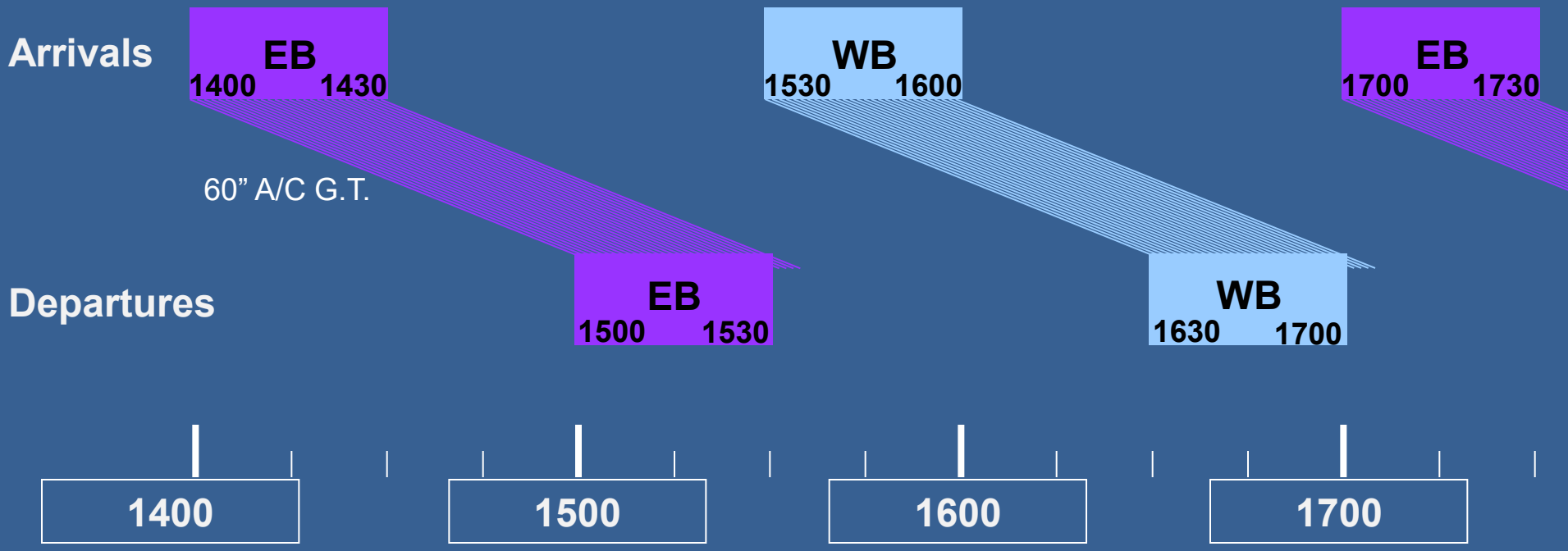
Same schedule but banks non-peaked in red



Peaked versus Non-Peaked Banks

Peaked Bank Structure

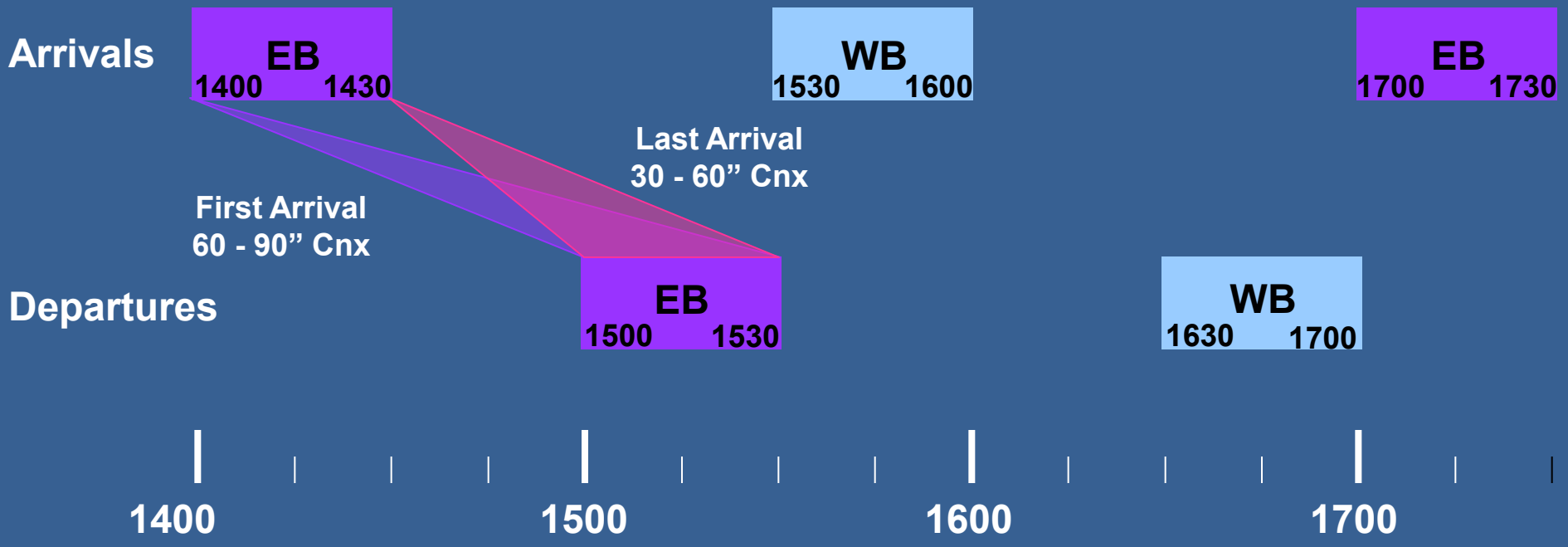
Aircraft Flow



Peaked versus Non-Peaked Banks

Peaked Bank Structure

Passenger Flow



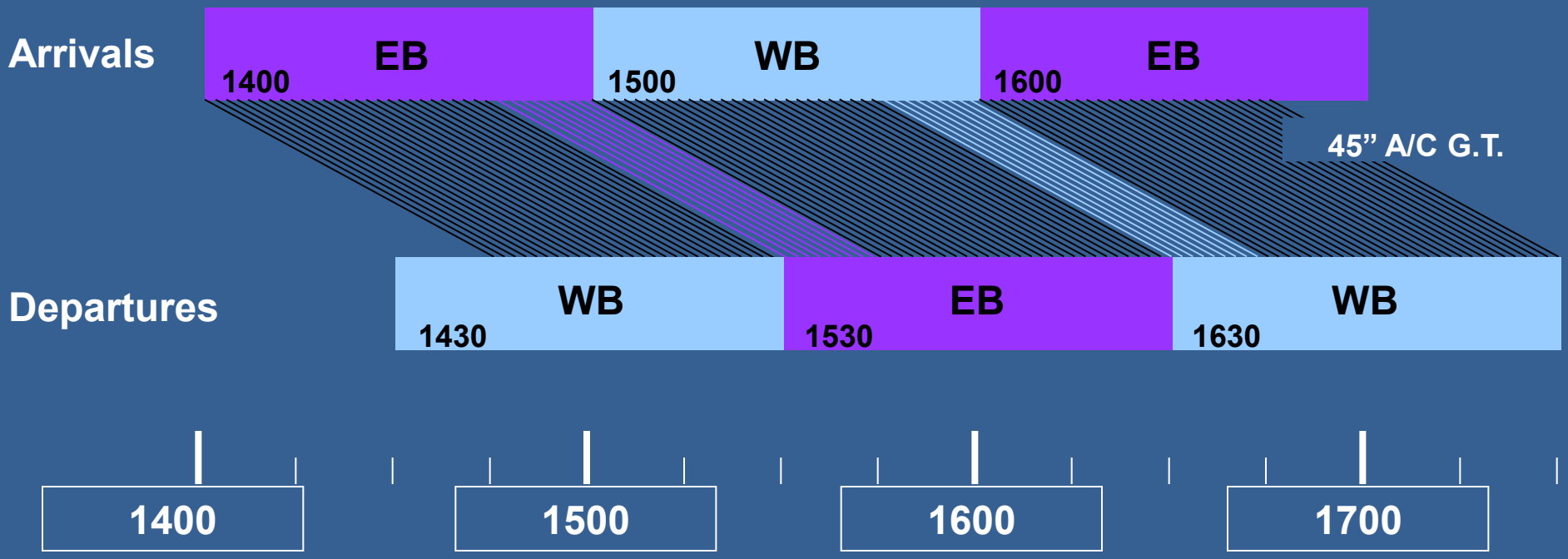
Peaked versus Non-Peaked Banks

- The following non-peaked schedule structure assumes
  - Arrivals in 60-minute Bank Cycle
  - 30-minute MCT
  - Departures in 60-minute Bank Cycle
  - 45-minute aircraft ground time
- Structure is based on alternation directional “waves” of 60-minute duration
- Passenger minimum connect time is 30 minutes, and longest in bank connections are 2:30

Peaked versus Non-Peaked Banks

Non-Peaked Bank Structure

Aircraft Flow



Peaked versus Non-Peaked Banks

Non-Peaked Bank Structure

Passenger Flow