



**2025 NCF Briefing**

# Potential Operational Changes

- **SWA expects to execute our schedule as published**
- **Single digit changes in select city pair flight frequency**
- **Potential future changes would be driven by unexpected changes in market conditions or airline resources**

# Operational Challenges

- **Opposite Direction Operations**
  - Early planning required
  - Very high impact for short notice changes
- **Diversion Airport Availability**
  - Impacts airborne holding tolerance
  - Drives need for faster recovery
- **Routes-Advisory and Adhoc**
  - High impact reroutes managed tactically vs strategically (ex. EWTA)
  - Coordination of non-pref route usage
- **GDP/AFP Issuance**
  - Lead time without compromising accuracy
  - Pop-ups and cancellation considerations
- **SAA Coordination**
  - Limited visibility to ATCAAs
  - Availability Status and Coordinated use
- **FAA Automation**
  - Increase in unexpected responses from TFMS
  - SWA has incorporated many automation change

# Transition to Protect Next Day Ops

## Hybrid Network design

- Point to point reduces some risk while elevating other challenges

## Crew network-most restrictive

- Crew base locations
- Outstation originators (Non core 30)
- Supports Passenger connectivity
- Designed 2 hour delay tolerance (avg)

## Propagated Delay

- Point to point delay isolation
- Multiple location impacts on schedule tolerance
- Strong

## Timing and Duration

- AM impacts have more buffer but less recovery in PM
- Predictable vs unpredictable
- Duration of impact before trending improvement

“Our goal is to finish the operation day, but we cannot do so at the expense of subsequent operations days”