

# Kepler Achievements: our success in facts & figures

OTP improvement

Safety reports increase

Improve in bags delivery times

Process motorization improvement

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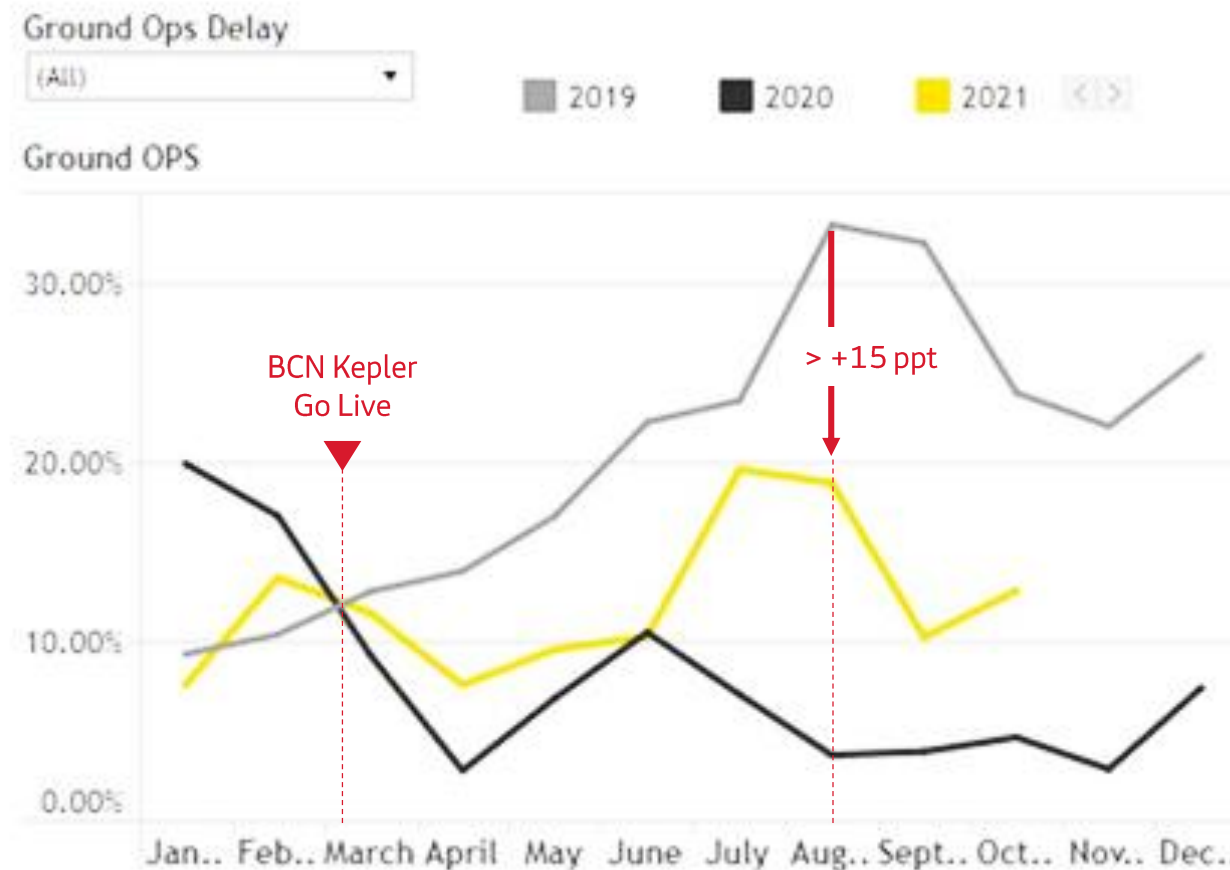
# OTP improvement

Achievement:

15% of OTP increase in August 21 vs August S19

## Why we have improved with Kepler?

- We have **dedicated consoles** specifically adapted to each team needs and designed according to VY procedures
- Mobile devices allow a much **more direct and agile resource management**: we know in real time where is each agent and what is the status of its tasks
- The availability of real time data brings a **better management of operational incidents and the possibility to anticipate solutions** to safeguard OTP



\*Data source: VY Statistics. OTP is measured as the % of Ground OPS delays at BCN station

# Safety reports increase

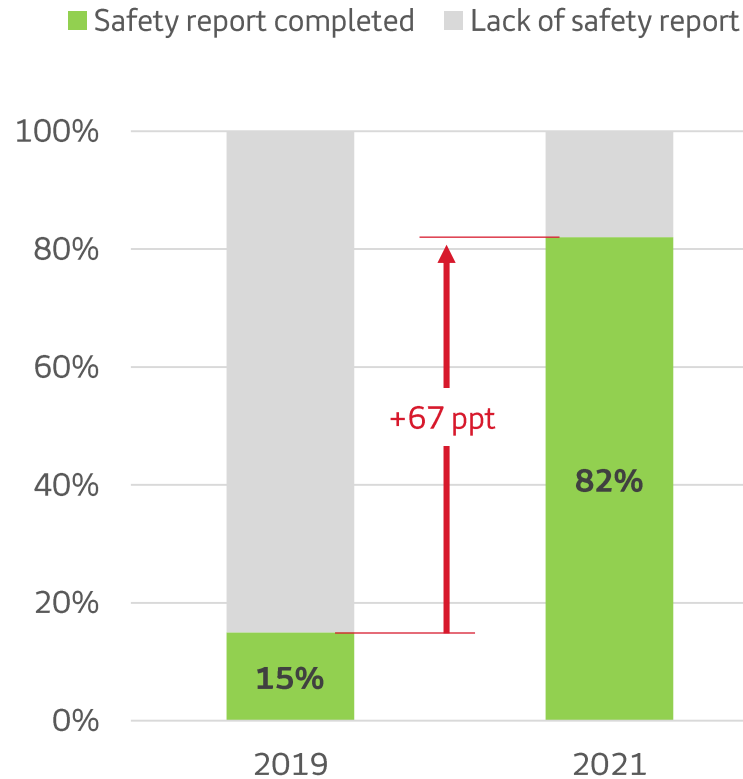
Achievement:

Safety reports completed on 82% of flights (vs 15% in 2019)

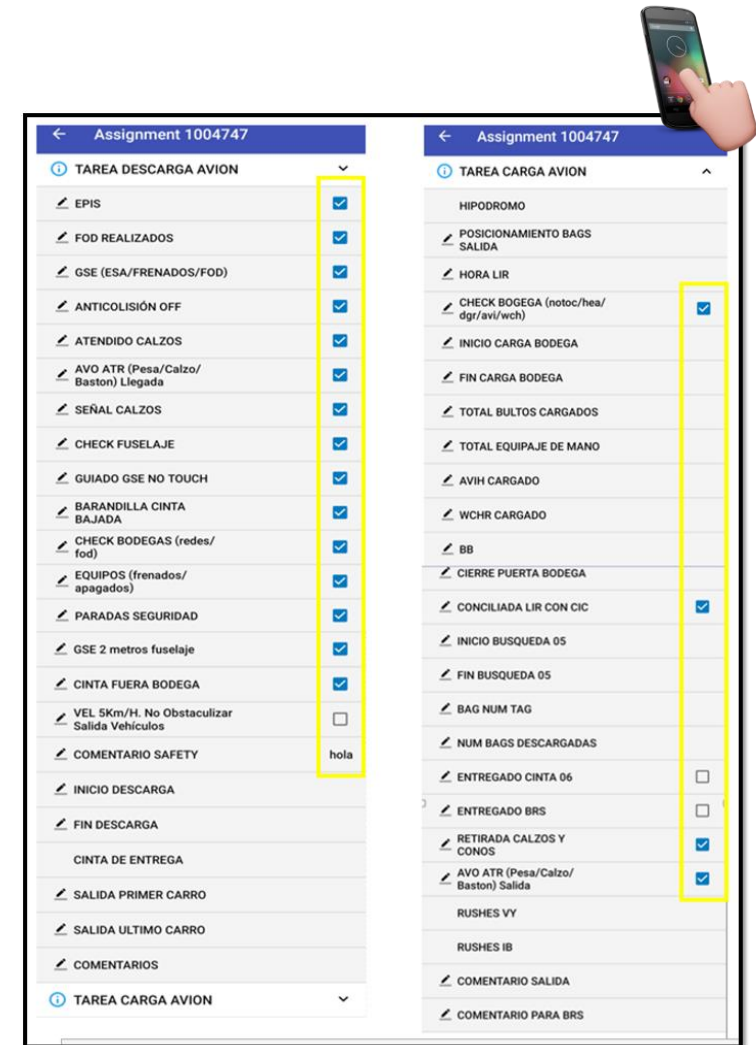
## Why we have improved with Kepler?

- **All ramp supervisor perform the flight safety reports on the mobile phone** in a Kepler check list, whereas in 2019 we required a dedicated team of 4 agents with presences only in the 15% of turnarounds
- The safety team (4 agents) **fully dedicated to implement safety actions** (such as briefings, safety talks or procedures changes) instead of recording data
- **Total tracking of safety issues** recorded digitally to understand root cause

% of flights supervised from a safety point of view



\*Data source: IBAS BCN safety check list recorded. In 2021, digitally in KEPLER mobile app



KEPLER mobile app safety check list available in ramp supervisor tasks

# Improve in bags delivery times

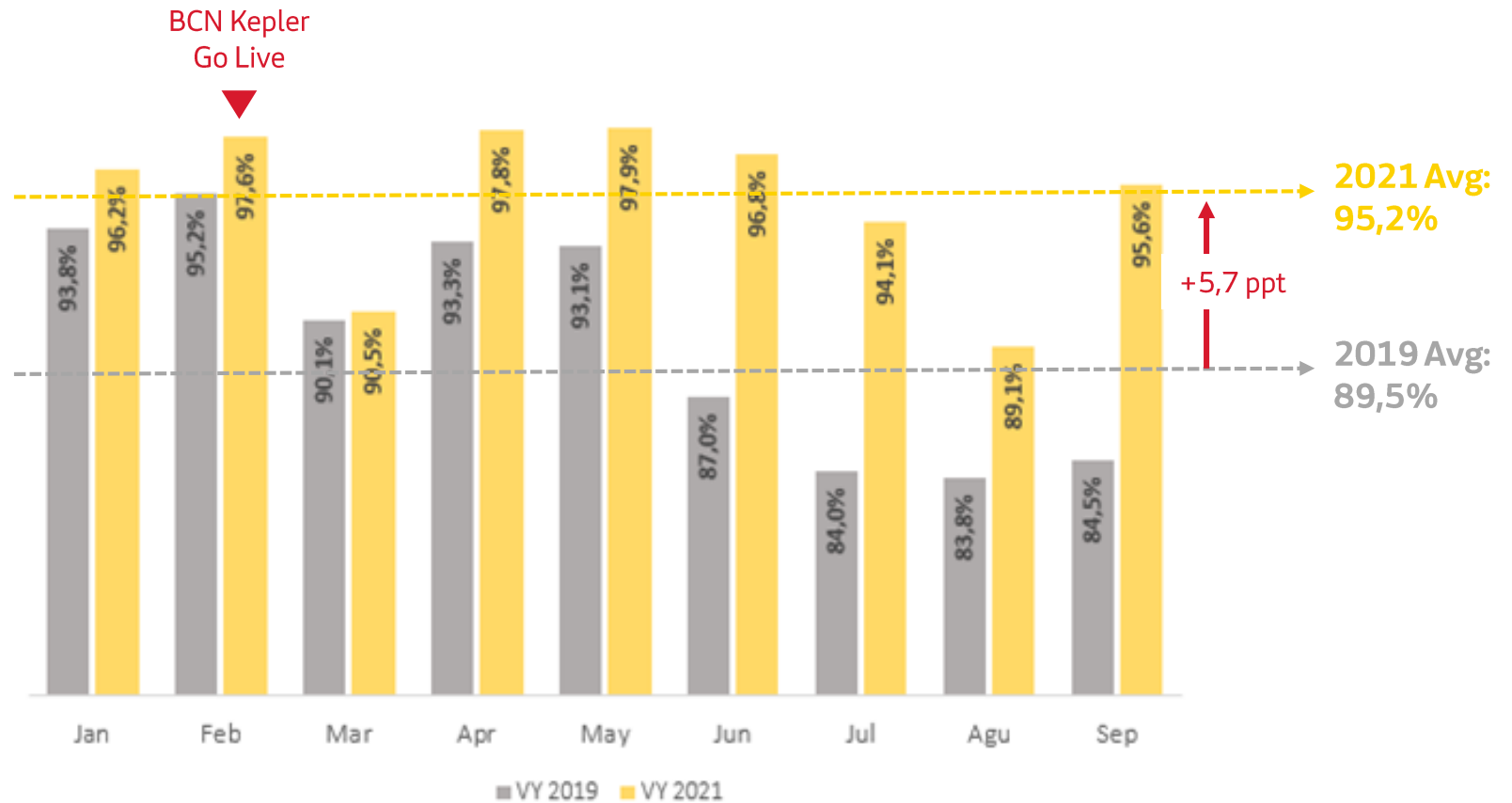
Achievement:

Compliance with last bags target in >95% of flights (avg.)

## Why we have improved with Kepler?

- We have **visibility of delivery times in real time**: AENA carousel buttons are fully integrated to Kepler
- Kepler monitors targets by type of aircraft and **provides alerts to hub controller on the console to anticipate delays** on last bags delivery
- Thanks to mobility, the drivers can provide information of the **status of the tasks delivery**

## Last bags delivery times performance review: % of Flight where IBAS meet the delivery time



\*Data source: VY Statistics. Last bag delivery time measured according to AENA SLAs - % of flights on target (37 min for A319 / 45 min for A320 and A321)

# Process motorization

Achievement (as an example):

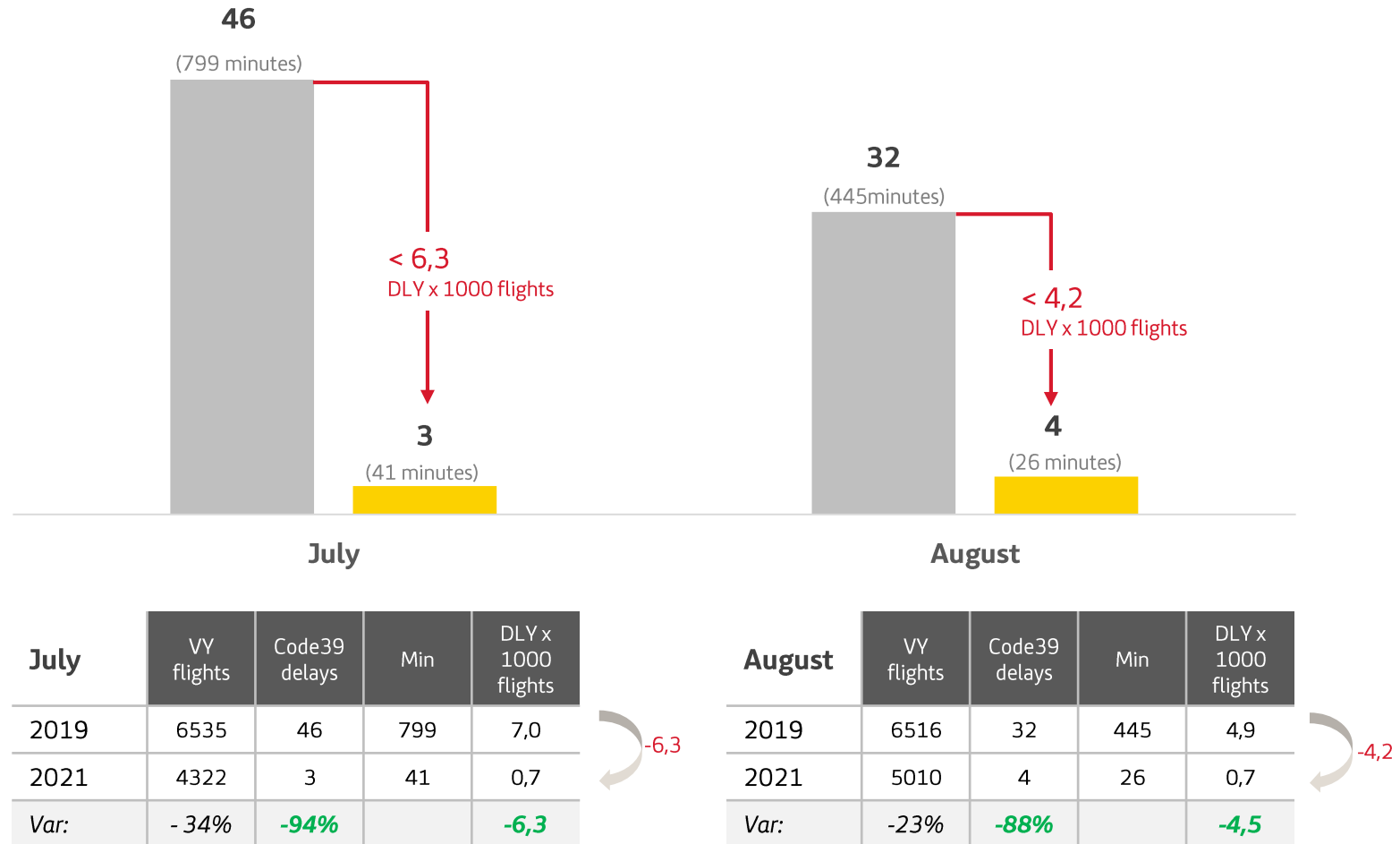
Avg. ratio of 0,7 delays x 1000 flight due to push backs issues

## Why we have improved with Kepler?

- The hub control agent has full **visibility of number of pushbacks on operation** and the maneuver status thanks to mobility inputs in real time
- There is an icon code for each **maneuver status**: arrival to stand (▲), connection (▲), movement start (▲), maneuver end (▲)
- In 1st wave departure, we can better **allocate drivers to flights minimizing its displacement** between stands
- Flight dispatchers will also **support operational peaks with Mototoks** (no need of driver in some stands)

Code 39 Delays (Pushbacks Incidents)

■ 2019 ■ 2020



\*Data source: VY Statistics. Code 39 delays are attributable at pushback incidents such us lack of equipment or breakdowns