New Business Models for Network Carriers

MIT Airline Industry Conference
April 8, 2003
Washington, D.C.

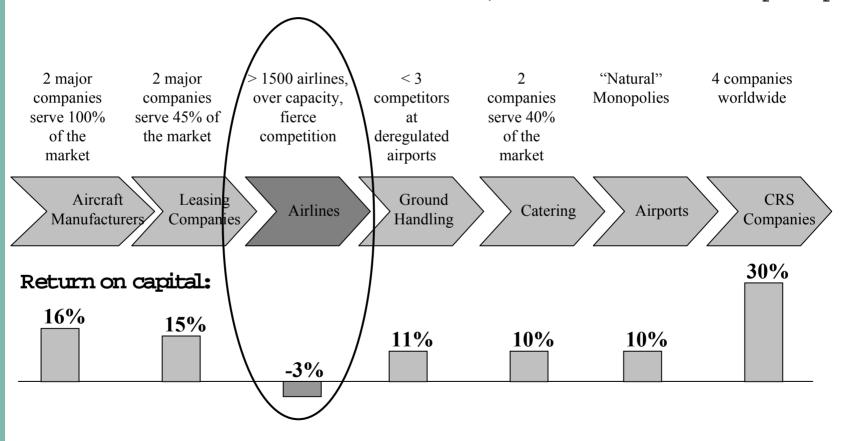
Rupert Duchesne
President and CEO
Aeroplan Limited Partnership



The Problem ...

Return on capital of providers in value chain

Revenues will not come back, even if the economic situation picks up





... and it's not surprising there is a problem

- Low barriers to entry
- High barriers to exit
- High capital costs
- High fixed costs
- Significant governmental constraints
- High labour bargaining power
- Transparent pricing/immediate access
- Movable assets with low cash variable costs
- Perishable asset
- High profile in consumer consciousness
- "Positive" response to economic cycle "boom & bust"



The Air Canada Answer























Post restructuring: Air Canada Enterprises - AC Ground Handling plus more ...



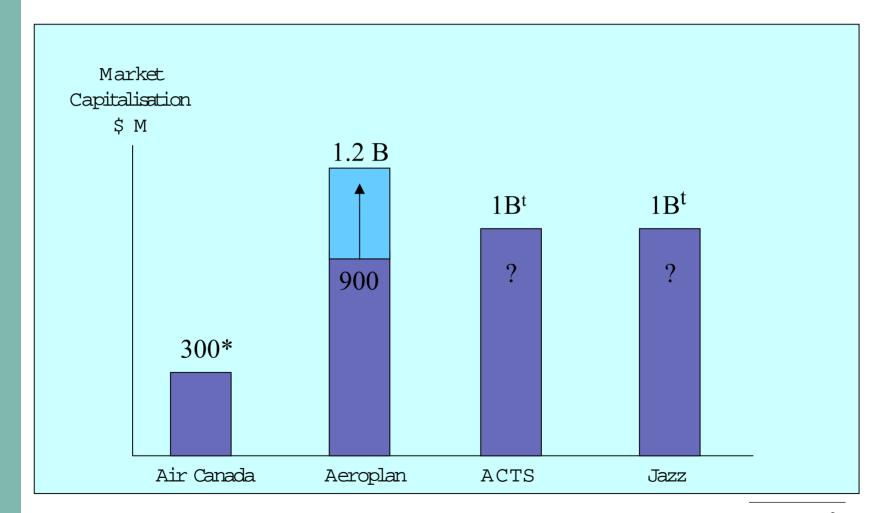
New Air Canada products launched to address industry evolution away from full service offering

- Tango (Oct. 2001)
 - Sub-brand to main line
 - Web/Call Centre only
 - All Economy configuration
 - Pay on booking, no refund
 - No interline (even AC)
 - Seasonal capacity
 - 25 A320 in 2002
 - Pay as you go
 - Mainly medium & transcon
 - Main line union agreements

- ZIP (Sept. 2002)
 - Separate subsidiary
 - Own workfarce (unionised)
 - Better productivity
 - Competitive pay
 - Low cost, no frills model
 - Replaces main line flying
 - Codeshare/interline
 - 20 B737 (max)



The Market Capitalisation of the Air Canada family is significantly higher when expressed as discrete business units.





The evolution of Network Carriers requires a keen focus on the core business within the new industry parameters.

Why Subsidiaries?

- ➤ Defined Market
- > Stable Revenue
- > Management focus
- > Investors to suit opportunity

What about the core?

- > Scale to meet demand
- Focused pressure on key cost drivers
 - Labour
 - Infrastructure
- > Rethink Network Flow
 - Simplify pricing
 - Change hub dynamics
 - Alliance leverage