

The *Journal of Air Transport Studies* (JATS – ISSN: 1791-6771) is a peer reviewed journal aiming at publishing high quality research related to air transport. JATS is interested in publishing papers primarily focusing on economics, geography, policymaking, management, marketing, operations, technology, logistics/supply chain management and modelling.

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JATS publishes the following categories of papers written in scholarly English: a) Full Research Papers, b) Conference Reports, c) Book Reviews, d) Industry Perspectives. Papers should be submitted electronically to a.papatheodorou@aegean.gr in MS-Word format ONLY using British spelling, single-column, 1.5 line spacing, Tahoma letters, font size 11. Section headings (and sub-headings) should be numbered and written in capital letters. Upon acceptance of a paper and before its publication, the corresponding author will be asked to sign the *Transfer of Copyright* form on behalf of all identified authors.

Full Research Papers should contain original research not previously published elsewhere. They should normally be between 4,000 and 7,000 words although shorter or lengthier articles could be considered for publication if they are of merit. The first page of the papers should contain the title and the authors' affiliations, contact details and brief vitae (of about 50 words). Regarding the following pages, papers should generally have the following structure: a) title, abstract (of about 150 words) and six keywords, b) introduction, c) literature review, d) theoretical and/or empirical contribution, e) summary and conclusions, f) acknowledgements, g) references and h) appendices. Tables, figures and illustrations should be included within the text (not at the end), bear a title and be numbered consecutively. Regarding the referencing style, standard academic format should be consistently followed. Examples are given below:

- Airbus (2003), *Global Market Forecasts 2003-2022*, Toulouse: Airbus.
- Fragoudaki, A., Keramianakis, M. and Jancovich, S. (2005) The Greek PSO Experience. *4th International Forum on Air Transport in Remoter Regions*. Stockholm, May 24-26.
- Forsyth P. (2002a), 'Privatization and Regulation of Australian and New Zealand Airports', *Journal of Air Transport Management*, 8, 19-28.
- Papatheodorou, A. (2008) The Impact of Civil Aviation Regimes on Leisure Market. In Graham, A., Papatheodorou, A. and Forsyth, P. (ed) *Aviation and Tourism: Implications for Leisure Travel*, Aldershot: Ashgate, 49-57.
- Skycontrol (2007) *easyJet welcomes European Commission's decision to limit PSO abuse in Italy*. 23rd April. Available from: <http://www.skycontrol.net/airlines/easyjet-welcomes-european-commissions-decision-to-limit-psy-abuse-in-italy/> (accessed on 22/08/2008).

Conference Reports should be between 1,000 and 1,500 words. They should provide factual information (e.g. conference venue, details of the conference organizers), present the various programme sessions and summarize the key research findings.

Book Reviews should be between 1,000 and 1,500 words. They should provide factual information (e.g. book publisher, number of pages and ISBN, price on the publisher's website) and critically discuss the contents of a book mainly in terms of its strengths and weaknesses.

Industry Perspectives should be up to 1,000 words and provide a practitioner's point of view on contemporary developments in the air transport industry. Contributors should explicitly specify whether their views are espoused by their organization or not.

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John F. O'Connell and George Williams

The air transport market in the Middle East is undergoing a rapid transformation as passenger traffic is beginning to surge through the area. This paper examines the impact that deregulation is having on the region, including the growth of low cost carriers. It establishes that the region is working towards a pan-regional agreement on liberalisation under the leadership of the Arab Civil Aviation Commission.

2. A DRIVER-BASED APPROACH TO AIRPORT VALUATION.....20-47

Hans-Arthur Vogel and Anne Graham

This paper presents the first part of results of extensive research on an alternative concept to airport valuation. It reviews traditional and alternative valuation measures, illustrated by a sample of eight publicly quoted European airports. The main objective is to derive a model taking account of the underlying key value drivers. A peer group analysis shows that only few sector multiples applied by the investors' community are significantly correlated with key performance indicators based on business fundamentals. By contrast to the results of this alternative driver-based valuation approach, these market multiples are affected by stock market fluctuations and do not adequately reflect the financial position and true value, and hence supports this paper's view that airports should be valued by recognising key success factors.

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Andreas Wittmer and Christian Laesser

This paper is about the perception of time by air travellers on business trips. Time is becoming a more relevant factor at airports due to all security checks. Furthermore,

punctuality of airlines becomes an increasingly relevant factor due to overfilled airspaces around mega hubs. The question which arises is what level of delay is still accepted by air passengers on business trips without creating dissatisfaction with the delayed airline and if the accepted delay changes with frequency of air travels by business passengers. The sample includes 2834 air travellers which were interviewed before they were entering their flights at gates or in business lounges. The results reveal that a delay up to 30 minutes is acceptable in air travel. The more a passenger travels by plane the lower is the level of acceptance towards delays or the more punctuality becomes a basic factor and a power factor.

4. APPLYING FUNCTIONAL ANALYSIS TO STUDY THE AIRLINE PILOT'S PERSPECTIVE ON HUMAN-HUMAN INTERACTIONS DURING FLIGHT OPERATION.....62-81

Matthias Groppe, Marc Bui and Romano Pagliari

The objective of the study is to understand the cooperation building process within Human-Human Interaction (HHI) during Collaborative Decision Making (CDM) in a distributed, multiple-objective decision making environment. It is based upon functional HHI analysis within typical CDM flight operation situations where the flight operation includes the inbound, turn-round, and outbound phases of the flight. A survey was undertaken which sought to identify aircraft pilots' perspective on cooperation with other operators during various flight situations. In this study, different situations are compared and characterized by: (1) a synchronous interaction mode, where all participating operators interact with each other at the same time, and (2) an asynchronous interaction mode, where the participating operators interact with each other at different times. Task and decision-making for all situations is distributed between operators. The aircraft pilot's perspective and their information requirements during these flight situations are used to identify critical information processing during CDM.

5. BIOMETRIC ACCESS TO TRAINING DEVICES AS A SECURITY PROTOCOL IN FLIGHT TRAINING.....82-98

Brian Dillman, Renee Hendricks, Michael Petrelli and Stephen Elliott

Mechanical locks and keys are conventional access control devices utilized for both flight training devices and training aircraft, but keys can be copied, locks can be bypassed, and in the case of electronic flight training devices, unqualified instructors

or students may utilize the equipment, possibly causing the equipment to fail. The faculty in the Aviation Technology Department at Purdue University performed this study to determine if biometric usage is a feasible and secure method in operating a flight training device and eventually securing an actual aircraft versus the older lock and key method. A Finger-vein biometric reader was installed onto a Frasca Advanced Aviation Training Device (AATD) and the software was installed such that identification had to be made prior to the program being able to initialize. The data collected from the survey includes information such as user interface issues and conditions which affect the failure reads such the placement of the flight instructor's finger on the biometric device.

Editorial

This inaugurating issue of the *Journal of Air Transport Studies* includes five carefully selected papers covering various topics. **O'Connell and Williams** review the process of aviation liberalisation and its impact on the Middle East. The proposed multilateral regional air transport agreement closely mirrors the EU's Third Liberalization Package, which fully opened the aviation market among its Member States. A particularly interesting finding of the paper is that low-cost carriers are circumnavigating the regulatory obstacles and manage to gain a foothold in the marketplace of the Middle East.

In another paper, **Vogel and Graham** propose a driver-based approach to airport valuation. By analysing a sample of eight publicly quoted European airports, the authors find that the conventional valuation approach is prone to overall stock market fluctuations, unfriendly takeover bids or corporate share buybacks. Therefore, the authors suggest that an alternative approach focusing on business-based key performance indicators should be incorporated into airport valuation as these reflect more accurately the financial position and true value of the airport.

The other three papers have one thing in common, namely, their use of the survey research method. **Wittmer and Laesser** look into business travellers' perception of time. Based on a large survey, the authors find that a delay of up to 30 minutes is acceptable in air travel. **Groppe, Bui and Pagliari** conduct a survey to identify the aircraft pilot's perspective when cooperating with other operators during various flight situations. The results reveal that inadequate information sharing is a root cause for process failure during flight operation. Finally, **Dillman, Hendricks, Petrelli and Elliott** survey 43 flight instructors and find that that installing a biometric reader onto a flight simulator is a feasible and secure method in operating a flight training device. The findings have important commercial implications which could result in replacing the current lock-and-key method on aircraft with biometric access.

May we take this opportunity to thank all our authors and referees for their support in publishing this first issue of our Journal. Enjoy reading!

Dr Andreas Papatheodorou, Editor-in-Chief

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