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12, Agiou Charalambous Street, Athens 114 74, Greece.

Telephone: +30 210 64 24 401

Facsimile: +30 210 64 24 401

Website: <http://www.aviationsociety.gr>

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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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This paper analyzes the civil responsibility of air transport carriers in accordance with the "Unification Convention Rules for International Air Transportation". The matter of civil responsibility is a complicated and conflicting theme for analysis due to the difficulty even greater to the additional problem of having to define responsibilities when a disaster of great proportions takes place. Contrary to other modes of transportation, in the case of air transport there is rarely partial damage (when an accident occurs), therefore it is important to remember that in an aeronautical accident, the damages (or sinister) are not partial, they are total. On the other hand, it should be considered that the airline industry is global, in which parts of a whole can come from distant countries involving partners from different countries with different realities and legal liability. The existence of joint responsibility of partners involved in the airline industry is what is meant to identify with this article.

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Nikolaos V. Pappas

Terrorism is seen as an influence factor for tourists in order to select transportation mean and destination. The Mediterranean Region is the most famous tourist destination globally, and most of its visitors use airplanes in order to be transported. The purpose of this study is to examine the perceptions of tourists travelling by air in accordance with the influence of terrorism concerning the selection of the air

company, the preferable destination, and their alternations in travelling behaviour. The technique undertaken in order to reach the objectives is personal – structured interviewing, and a random starting method was also selected in order to reach the respondents. For better comprehension of the perspectives' formulation there was an analysis of five socio-demographic characteristics (gender, age, level of education, marital status, and travel frequency). The results provide interesting outcomes concerning the degree of the perceived risk factors that tourists take under consideration for their decisions. Furthermore the paper suggests for decision makers further policies that can be undertaken in airlines and destinations.

Editorial

This second issue of the *Journal of Air Transport Studies* includes five carefully selected papers covering various topics. **Pavlovic** proposes a model of airline schedule optimization to minimize the negative effects of disruptions. The model considers a number of constraints and also undertakes sensitivity tests. It may prove useful for network planning especially in the context of the current economic crisis.

Subsequently, **Lee, Jeon and Lee** focus on communication effectiveness improvements regarding air traffic controllers. Mutual trust proves to be very important in this job in conjunction with job satisfaction and remuneration. Issues of human resources management such as team building and the creation of high performance teams can improve effectiveness and reduce unit costs of air traffic management.

In the following contribution, **Mao** studies competition between air and rail on the Beijing – Shanghai route, one of the thickest in China. The case study somewhat resembles a similar situation experienced between London and Paris in Europe and has important commercial implications also regarding consumer welfare.

In the fourth paper **da Rocha and de Araujo Junior** adopt a legal approach to highlight issues of civil responsibility in air transport with respect to disaster management and liability. The various stakeholders may prove to be jointly held responsible in a legal conundrum given the international character of the airline industry.

Finally, **Pappas** focuses on the implications of terrorism for airline and tourism destination choice. The paper highlights the important risk factors considered by the potential tourists and suggests suitable policy measures to effectively deal with crises.

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

Dr Andreas Papatheodorou, Editor-in-Chief

Dr Kostas Iatrou, Associate Editor

Dr Zheng Lei, Assistant Editor