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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:

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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Editorial

This issue of the *Journal of Air Transport Studies* includes four papers.

**Lechmann and Niemeier** provide a critical overview of the air transport literature on economies of scale and scope concluding that the majority of studies are problematic with respect to the definition of “output”, the treatment of capital and the exclusion of land side activities. In another paper, **Fatokun** reviews the current practices in airport security concluding that there are reactive, expensive and inefficient in some areas based on a “one-size-fits-all” principle. The paper argues in favour of pro-activeness based on passenger differentiation.

In the following contribution, **Harasani** simulates the evaluation and selection of an aircraft fleet for a proposed airline located in Madniah, Saudi Arabia, to operate across an assumed network that includes both local and international destinations. The paper suggests that the EMB170 aircraft would be the best choice for the proposed airline. Finally, **Burbidge** studies the impact of climate change on aviation making five key recommendations on how to develop a framework of cost-effective climate resilience within the sector: climate change is an issue of risk management and early action is the key to cost-effective mitigation of those risks.

May we take this opportunity to thank all our authors and referees for their support in publishing this eighth issue of the Journal. Our continuing partnership with Air Transport News in conjunction with the open access character of the journal aim at ensuring that JATS can get a significant exposure to the academic and business audience and raise its profile accordingly. Enjoy reading!

*Dr Andreas Papatheodorou, Editor-in-Chief*

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*Dr Zheng Lei, Assistant Editor*