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.

The Journal is published electronically twice a year, i.e. in January and July by the Hellenic Aviation Society ([www.aviationsociety.gr](http://www.aviationsociety.gr)). The Winter issue usually contains papers (subject to changes) originally presented at the Air Transport Research Society ([www.atrsworld.org](http://www.atrsworld.org)) Conference of the previous year(s) whereas the Summer issue may be occasionally dedicated to a special theme. The Journal is accessible online free-of-charge.

Journal of Air Transport Studies (JATS)
© Hellenic Aviation Society
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Volume 5, Number 1, Winter 2014, ISSN: 1791-6771.
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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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4. INTEGRATION OF LANDSIDE PROCESSES INTO THE CONCEPT OF TOTAL AIRPORT MANAGEMENT

Stefanie Helm, Axel B. Classen, Florian Rudolph, Christian Werner and Beate Urban

Total Airport Management is a relatively new concept for a comprehensive optimization of airport processes. It is based on enhanced information sharing and communication among all stakeholders as well as on extended and improved forecasts of airport processes. The following paper describes a general concept for integrating landside passenger processes into Total Airport Management. It explains how landside stakeholders can be included in real collaborative decision making, in particular functionalities and Human Machine Interfaces of a prototypical TAM-compatible Passenger Management implementation called “PaxMan”. As a result of the improved linking of airside and landside processes, it is shown how airport stakeholders and passengers can benefit from this integration and from proactive airport operations.

5. TRAFFIC RELATED REPRESENTATIVE AIRPORT CATEGORIES FOR TECHNOLOGY IMPACT EVALUATION

Gerald Öttl, Florian Reeb and Mirko Hornung

Technology impact evaluations in air transport require the specification of environment conditions, such as the traffic structure. Since a multitude of worldwide traffic situations exists, this paper presents a systematic approach based on cluster analysis that can handle the worldwide diversity, while ensuring to determine most relevant traffic situations. This is crucial for the universality and global relevance of evaluation results. The approach is presented for the application example of runway capacity evaluation, as part of which features of daily movement distributions of airports and the traffic mix as well as peak situations are quantified. The resulting representative airport and peak categories comprise a limited set of typical traffic situations worldwide that can serve as standard input for capacity-related evaluation, ensuring comparability and clarity.

6. FROM CARPET SELLERS TO CARGO STARS: ANALYZING STRATEGIES OF AIR CARGO CARRIERS

Wouter Dewulf, Hilde Meersman and Eddy Van de Voorde

While some research has been done on passenger airlines strategy, the strategies of air cargo carriers have hardly been researched. This paper analyses and compares the strategies of air cargo carriers. Therefore, a typology of management strategies for both combination and full cargo airlines has been developed, in which the various strategy choices within the strategic framework of the respective air cargo carriers are further elaborated. The typology has been developed through a K-means cluster analysis on a data set of 47 air cargo carriers. The use of a cluster analysis to group the strategy models of a number of air cargo carriers is a novel feature of this research. The results of this research generate a typology of seven representative clusters of air cargo carriers’ strategy models, each with their own characterizing features. Striking differences and similarities are highlighted. Our findings suggest the clear existence of different strategy models and the differing degree of focus on air cargo strategy development and deployment among the air cargo carriers’ population.

7. DOES PERTAINING TO A GLOBAL STRATEGIC ALLIANCE IMPROVE THE BOTTOM LINE?

Jose D. Perezgonzalez and Bo Lin

This study researched whether pertaining to a global strategic alliance brought significant benefits to the ‘bottom line’ of allied airlines. The study compared the net return of airlines which had joined global alliances against a control group of airlines
which had not joined any alliance before and after joining an alliance (or equivalent measure), as well as in their relative net performance both in the short-term and in a longer term. Results showed a sensible deterioration in net profitability for the alliance group and a perceptible improvement in net profitability for the non-alliance group. The latter also differed from the former in having a positive relative net performance in the short-term.
Editorial
Selected Papers from the 2012 ATRS World Conference

For this special issue of the *Journal of Air Transport Studies* we have selected seven papers out of 193 papers that were presented at the 16th Air Transport Research Society (ATRS) World Conference. The conference was held in Tainan, Taiwan, in June 2012 and attracted some 248 participants.

In order to give the reader an overview of several decisive issues in air transport, the first paper in this ATRS special issue gives insights to ICAO's forecasting process, the following two papers contribute to air transport safety, cabin incidents and ATC communication errors, while the next two papers lead the reader into the concept of total airport management and typologies for technology impact comparability in airports. In the subsequent paper we learn about the strategic development of cargo carriers and the last paper answers the question if alliances improve the bottom line of airlines. These papers, covered in more detail below, provide a valuable insight into current airport and airline issues.

As the industry is increasingly under pressure from various stakeholders that affect its ability to grow along the same trajectory as in the past, forecasting has taken on a new dimension where past methods of focusing on projecting past trends into the future are increasingly inadequate to understand the challenges that the industry may face in the coming decades. In the lead paper of this issue Yao, Yu, and Anwar discuss the benefits of current techniques in air traffic forecasting. They present the forecasting work of the International Civil Aviation Organization (ICAO) in detail and convey the main results of ICAO's 2011 to 2030 global air traffic forecast.

Safety is the one area of great importance for the industry necessitating research of any aspect of operations and human condition that can help prevent or manage dangerous incidents. Yen, Wang, Ye, Chen, K. K. Chang, Yu, Wu, Y. C. Chang, Ho and Lee research into cabin incidents that have the potential to affect flight safety such as abnormal passenger behavior and medical problems. The results suggest a two category allocation of incidents into “acceptable with mitigation” and “acceptable”. The categorization of incidents suggested by this research can be used to identify incidents for proper evaluation and response.
Communication is the exchange of information between various posts of the air transport system. In view of the international character of the industry, the meaning of exchanged words is codified to prevent as much as possible misunderstandings between operators in different countries. Yen, Wang, Tsai and Ho in their study propose a mechanism to evaluate communication performance of air traffic control. Their results show that the majority of communication errors had low influence on flight safety, while about 13% had a severe influence and the overall level of communication performance is relatively low. The authors assert that their performance model can help management to evaluate communication performance among aviation personnel.

Increasingly businesses and institutions understand the importance of the inter-linkages of various internal units with the external. How total activity systems can be fine-tuned to augment performance has become a major focus area in many subject areas. Helm, Classen, Rudolph, Werner and Urban present the concept of Total Airport Management for a comprehensive optimization of airport processes. The concept revolves around enhanced information sharing and communication among all stakeholders as well as on extended and improved forecasts of airport processes. The paper concludes that improved linking of airside and landside processes can benefit users and operators and lead to more proactive airport operations.

All airports are not created the same and understanding how different types of airports cluster around the world helps in analyzing and compare them. Öttl, Reeb, and Hornung present airport categories for technology impact evaluation. The paper uses cluster analysis to identify diverse airport categories worldwide. The results represent a set of typical traffic situations to use as input for capacity-related evaluation.

Surprisingly little academic research has focused on strategy among air cargo companies, a crucial business providing fast corridors for goods worldwide. Dewulf, Meersman and Van de Voorde research into and compare strategies of air cargo carriers using cluster analysis. Their findings suggest the existence of different strategies and degree of development and deployment among the air cargo carriers.

In the last, but not least paper of this special issue we learn about if airline
alliances are really aiding the financial bottom line of the member airlines. 
Perezgonzalez and Lin in their study compare airlines that are members of a
global alliance against airlines which are not. The results show deterioration in net
profitability for the alliance group and a perceptible improvement in net profitability
for the non-alliance group.

We take this opportunity to extend our thanks to the authors and referees for
their contribution to this ATRS Special Issue of the Journal of Air Transport Studies and
hope that the papers become a source for further inquiries into the respective topics.

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