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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:

- Airbus (2003), *Global Market Forecasts 2003-2022*, Toulouse: Airbus.
- Fragoudaki, A., Keramianakis, M. and Jancovich, S. (2005) The Greek PSO Experience. *4<sup>th</sup> 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*. 23<sup>rd</sup> 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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Forecasting has been a key factor in the planning and development of civil aviation. This paper surveys current techniques in air traffic forecasting. The advantages and disadvantages of the techniques, as well as the criteria for selecting of a particular technique are discussed. Then, the forecasting work of the International Civil Aviation Organization (ICAO) is comprehensively introduced, i.e. the traffic data, the methodological framework, and the major models. It involves ICAO's practices under this subject in the last two decades. ICAO's forecasting has long been a reliable reference for its 191 member states. In this paper, main results of ICAO's up-to-date forecasts of 2011-2030 global air traffic, both passengers and cargos, are conveyed.

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While most of the research related to aircraft cabin safety has focused on fire, evacuation, and survival factors, it has been recognized that there are some other incidents that might affect flight safety and merit special attention. In Taiwan, a broad array of cabin incidents that have the potential to affect flight safety have been investigated and labeled as "abnormal cabin incidents," which include abnormal passenger behavior on board and medical problems. In the present study, the Brown-Gibson Model and Safety Risk Matrix were applied to investigate various ACIs. According to the results, sickness, injury, cell phone usage, the use of mobile electronics, unruly behavior, smoking, and carrying dangerous goods were categorized in the category of "acceptable with mitigation" proposed by the FAA. Excessive drinking, oral abuse, sexual harassment, physical assault, and other types of incidents were categorized in the "acceptable" group. These research results can be used to identify significant incidents related to flight safety and to allow appropriate resources allocation.

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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 16<sup>th</sup> 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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