

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 andreas.papatheodorou@uwl.ac.uk 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.

TABLE OF CONTENTS

EDITORIAL.....	vi
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Paul Hooper, Ian Douglas, Chunyan Yu and Stefano Paleari

Full Research Papers

1. Pilots performance and flight safety: flight physiology in unpressurized aircraft cabins....	1-12
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Luís Patrão, Sara Zorro, André Marques, Ana Coelho and Jorge Silva

Light aviation pilots are exposed to many different environmental situations due to the unpressurised and unacclimatised aircraft cabins. A literature review suggests that a significant number of the incidents and fatalities occurring within this type of aviation are related to the human factor. This could be a worrying situation because of the various psychophysiological reactions shown by different pilots under the same flight conditions. This study analyses the influence of the flight environmental conditions and the pilot's psychophysiological parameters when performing tasks, and different flight situations, taking some of their everyday habits into consideration. A portable, ergonomic monitoring system was built for the purpose. This system records cerebral oximetry and atmospheric pressure in order to correlate the influence of altitude with the pilot's physiological response in different stages of the flight. It was observed that physiological reactions such as hypoxia and stress, combined with the environmental conditions, can influence the pilot's cognitive response.

2. Did technology improve safety? An empirical study of controlled flight into terrain accidents... ..	13-35
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Alex Y. L. Lu and Cheng-Hua Yang

Aviation safety has been affected greatly by technological improvements. A series of Ground Proximity Warning Systems (GPWSs) were developed to prevent accidents during Controlled Flight into Terrain (CFIT). This study analyzed the role of GPWS (or Enhanced GPWS, EGPWS) in flight safety history to determine how effective GPWS/EGPWS was in terms of preventing CFIT. The result showed a substantial increase in CFIT accidents due to the rapid growth of aviation development. This situation improved after the mandatory installation of GPWSs in commercial aircraft. However, the legal requirement did not apply to all general aviation. Most CFIT accidents have involved general aviation aircraft that do not have GPWS/EGPWS installed on board. Thus, the mandatory requirement should apply to all civil aircraft. CFIT accidents have also been reduced considerably in developed countries whereas they remain a major issue in developing countries.

3. Making the go, no-go decision based on non-traditional weather planning information: The challenge of measuring the impacts of new technologies on pilot's weather related decision making in general aviation	36-52
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J. Bryan Burrows-McElwain, I.K. Dabipi and Chris Hartman

This paper explores contemporary issues regarding the challenges of quantifying improved decision making and situational awareness as it is applied to emerging tools in aviation weather information dissemination. The authors explore the phenomena of increased/improved pilot decision making due to additional visual representation of visual weather data. General concepts such as past and present flight planning tools and procedures are discussed. Additionally, the authors explore the Federal Aviation Administration's (FAA) Alaskan Weather Camera program as a potential case study for future exploration of these concepts. A pilot survey tool was created and administered to a small test population as a part of an

undergraduate Aviation Psychology course assignment. Preliminary findings and suggestions for future research are presented.

4. Structural analysis of Turkish airspace by using GIS 53-64

Kadriye Yaman, Hakan Oktal and Metin Altan

In parallel with the rapid growth in Turkish air transportation, air traffic density and congestion of Turkish airspace have been increasing in recent years. The aim of this study is to examine the structural features and the capacity of Turkish airspace. In this context, the map of Turkish airspace containing sector boundaries, routes and waypoints is digitized and transferred to the GIS environment. The real traffic data of Turkish airspace for a period of two peak hours in heavy traffic during August 2007 was provided by the General Directorate of Turkish Airports. Analysis results indicate that the traffic density of Turkish airspace is accumulative especially in certain sectors. The results obtained from the analyses were compared with the existing sector structure of Turkish airspace and some suggestions related to capacity problems are provided. These suggestions can also be used for the strategic planning of airspace.

EDITORIAL
SPECIAL ISSUE: SAFETY & EFFICIENCY OF CIVIL AVIATION
SELECTED PAPERS FROM THE WORLD CONFERENCES OF THE AIR
TRANSPORT RESEARCH SOCIETY AND THE WORLD CONFERENCE ON
TRANSPORT SOCIETY - 2013

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The Air Transport Research Society (ATRS) is a Special Interest Group (SIG) of the World Conference on Transport Research Society (WCTRS). The ATRS annual World Conference was held at the University of Bergamo, Bergamo, Italy on 26-29 June 2013 and it attracted 266 papers from 37 countries. Also, the WCTRS triennial World Conference was held on 15-18 July at Rio de Janeiro, Brazil, during which the ATRS organised several sessions devoted to air transport topics. This special issue of the *Journal of Air Transport Studies* has drawn upon all of this material to present four papers that promote improvements in the safety and efficiency of civil aviation.

The first paper focuses attention on incidents and fatalities attributed to human factors in light aviation where unpressurised and unacclimatised aircraft cabins present pilots with a variety of environmental conditions. **Luís Patrão, Sara Zorro, André Marques, Ana Coelho and Jorge Silva** shed light on the subject with their investigation into the influence of flight environmental conditions and the pilot's psychophysiological parameters on performance. They devised a way to analyse pilot response under different flight situations while taking account of everyday habits. Specifically, they built a portable, ergonomic monitoring system which recorded cerebral oximetry and atmospheric pressure so that they could test the influence of altitude on the pilot's physiological response in different stages of the flight. This method should be of interest to other researchers studying human factors and aviation safety, particularly since the authors were able to document the link between physiological reactions such as hypoxia and stress and the pilot's cognitive response, while also accounting for environmental conditions. Safety regulators are well aware of the the importance of flight physiology in commercial and

military aviation, but this paper demonstrates that the concept should also be applicable for pilots who fly in unpressurised and unacclimatised aircraft cabins as is the case with gliders, ultralights and light aircraft.

Further valuable insights into aviation safety are provided in the second paper by **Alex Y. L. Lu and Cheng-Hua Yang**. They examined the mandatory use of Ground Proximity Warning Systems (GPWSs) (or Enhanced GPWS, EGPWS) and asked whether the use of this technology delivered an improvement in preventing controlled flight into terrain (CFIT). The authors observed that, in the 1970s, aircraft cockpits began to be equipped with various electromechanical systems to provide pilots with information about fuel systems, radios, radar, engine control, and radio navigation. These were followed with artificial warning devices that tested whether systems were functioning properly such as GPWS which was designed to warn pilots when an aircraft approaches terrain in an abnormal manner. Modernisation of these systems in current generation aircraft has resulted in greater reliance on computer automated systems, but at the same time this has made it more important for pilots to learn how to interpret the computer data to avoid perception gaps during data interpretation. In this context, it is reasonable to question whether the increasing complexity of the technology results in improved safety. The authors had access to 30 years of data recording human fatalities and have shown that safety performance improved after the mandatory installation of GPWSs in commercial aircraft. But an important finding was that most CFIT accidents now involve general aviation aircraft which are not required to have GPWS/EGPWS installed on board. Another important finding is that CFIT remains a significant risk in developing countries.

The third paper by **J. Bryan Burrows-McElwain, I.K. Dabipi and Chris Hartman** focuses on emerging tools in aviation weather information dissemination. Of particular interest is the phenomena of increased/improved pilot decision-making due to additional visual representation of visual weather data. The authors point out that one of the leading causes of fatal accidents in the aviation industry over the past two decades can be traced to underlying psychological factors that result in poor decisions made by pilots in deteriorating weather. Prior research on the topic has suffered limitations because of the lack of a theoretical framework. A satisfactory understanding of the causes and consequences of the decision of a pilot to fly VFR into Instrument Meteorological Conditions (IMC) requires examination of the various stages of decision making along with factors that affect these processes. The authors review general concepts such as past and present flight planning tools and procedures and then they conducted a pilot study to evaluate whether the Federal Aviation Administration's (FAA) Alaskan Weather Camera program would be a useful case study to test these concepts. The findings arising out of this work will be of value to researchers, policy makers and regulators who are interested in quantifying improved

decision-making and situational awareness in relation to aviation weather information dissemination.

In the final paper, **Kadriye Yaman, Hakan Oktal and Metin Altan** highlight the challenges that growth in air traffic is posing for air traffic controllers. Failure to increase handling capacity in line with demand results in congestion and hence delays, and these can lead to safety breaches with respect to minimum aircraft separation. They examine the case of Turkey where the growth in traffic has been particularly rapid and where there is an increasing risk of system bottlenecks, indirect routing, and lack of navigation freedom for airlines. The contribution of this paper is to show how GIS enables strategic planners to analyse structural features and capacity of airspace. Specifically, the authors digitized the map of Turkish airspace containing sector boundaries, routes and waypoints and, in doing so, made it possible to conduct efficient analyses in a GIS environment. They demonstrate the utility of the approach with traffic data of Turkish airspace for a period of two peak hours in heavy traffic during August 2007. The authors' analyses indicate that the traffic density of Turkish airspace is accumulative, especially in certain sectors, and this provided some specific solutions to capacity problems. This capability will no doubt be of interest to operational managers, but the more general conclusion is that the GIS environment greatly facilitates strategic planning of airspace.

The World Conferences held in 2013 were immensely successful and we, the editors, take this opportunity to thank the many people who organised these events and to the authors and participants whose active participation greatly promoted the cause of research. We are particularly grateful to those authors who continued to develop their material after the conference as well as to the expert reviewers who, acting anonymously, provided valuable, constructive advice. As a result we have been able to assemble a set of papers for this special issue that document current research on safety and efficiency of civil aviation. We are confident that this special issue will encourage further research on these subjects, but the papers offer valuable insights that will be of interest to practitioners in industry and government. We commend them to you.

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