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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 via journal's website <https://jats.aviationsociety.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. *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-pso-abuse-in-italy/> (accessed on 22/08/2008).

*Industry Perspectives* are usually shorter than full research papers and should 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.

*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.

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*Angeline Ram, John F. O'Connell, Marina Efthymiou and Eric Tchouamou Njoya*

The importance of safety within an organization is determined by the implementation of a Safety Management System (SMS), organizational culture, management commitment and behaviour, the activity of staff themselves, and to what degree safety reporting is upheld (Cohen, Wiegmann and Shappell, 2015). Canada was the first country globally to implement regulation mandating a Safety Management System (SMS) program. Many Canadian air carriers (CAC) proudly announce safety as top priority, which is achieved through their SMS program. Amidst aviation's verbal safety saturation, safety is often communicated as the top priority within the industry; however are the public declarations consistent with CAC practices? This paper investigates whether safety behaviour within CAC is aligned to the objectives of the SMS. In-depth interviews with seven senior safety experts were conducted to identify areas of improvement and a survey with 164 respondents. This research found that there are many areas of improvement of safety performance of CAC. Factors, which affect safety reporting behaviour and the priority of safety, include management's support of a safety culture, job function, and the number of air carriers an individual has worked for. This research also suggests that a job function that was created to in still public confidence is more likely to deviate from safety procedures and less likely to report. A template for safety success, which influences organizational culture resulting to economic viability output, is proposed and recommendations for safety culture enforcement by the regulators.

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*Dalida Messian, Ioulia Poulaki and Konstantinos Marinakos*

Tourism development in a destination may be achieved under specific conditions and circumstances which include sufficient destination accessibility and connectivity. This paper aims to highlight the contribution of funding and investments for tourism development related to the destination's transport infrastructure focusing on air services. Paros Island is the study case since it presents high interest due to recent funding and investments actions towards air transport sector. More specifically, Public Service Obligation (PSO) route Athens-Paros and local airport expansion, partially funded by the private sector investment action, are of high interest. Research methodology includes a secondary research of passenger traffic and hotel beds. Moreover, a primary research has been undertaken with personal interviews of tourism stakeholders of Paros Island regarding funding and investments on air services and destination's tourism development. Findings indicate that indeed air traffic flows have been significantly increased and so does tourism figures of the island.

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*Thomas Van Asch, Wouter Dewulf, Franziska Kupfer, Hilde Meersman, Evy Onghena and Eddy Van de Voorde*

Historically, airlines and airports considered air cargo as a by-product. However, by looking

for additional sources of revenue, airlines and airports became aware of the potential of air cargo. In this study, the competitiveness of European airports with respect to air cargo will be discussed. The relevant characteristics determining the competitiveness of an airport with respect to air cargo are identified by an extensive literature review and by interviews with industry-specialists. These characteristics can be divided into four different components: territory, air cargo market place, airport operations and product differentiation. Each component consists of a number of factors affecting airport competitiveness for cargo. This study can be used by airports to help assessing and enhancing its air cargo strategy, whereas (potential) shareholders are given an additional instrument to check whether an investment in an airport makes would be viable or not.

#### 4. THE CONTRIBUTION OF REGIONAL AIRPORTS ON TOURISM ENTERPRISES. THE PERSPECTIVE OF TRIPOLI AIRPORT, IN GREECE.....76-96

*Konstantinos Marinakos and Ioulia Poulaki*

Air transport and tourism development are considered to be two closely related concepts. According to international literature, one of the most important modes of passenger transport around the world is air transport, thus affecting the economic development of many areas, especially those isolated geographically and touristically, as well as local tourism businesses. Understanding the scale of these impacts is important not only for the development of tourism businesses and the local economy, but also for policy makers who make strategic decisions. Most studies focus on the impact of large airports on the national and regional economy, while much less attention has been given to the impact of airports on regional destinations. This study, exploring the potential of the Tripoli military airport in Greece as a civilian airport, seeks to analyze the functional relationship between small regional airports and local tourism businesses, the results of which can contribute to the financial planning and organization of a destination.

#### 5. SPATIAL PATTERNS OF DOMESTIC AIR PASSENGER TRAFFIC GENERATION IN NIGERIA.....97-125

*Emmanuel Chukwuka Bardi*

This study aims at analyzing the spatial patterns of domestic air passenger traffic generated by the interacting city-pairs in Nigeria's air transportation system at five points in time – 2003, 2006, 2010, 2014 and 2018 to establish the spatial and temporal changes that have taken place over time. It also examined the relationships between the populations of the cities and the volumes of domestic air passenger traffic generated by the cities to establish the impact of population on the traffic generating capacity of the cities. The volumes of domestic air passengers handled by each city, the percentage share of total traffic, the populations of the cities, the Pearson's Product Moment Correlation Coefficient and the student's 't' test were used for the analyses. The study revealed that Lagos was the dominant domestic air passenger traffic generation centre. It established that few centres generated most of the domestic air passenger traffic in Nigeria and that the spatial pattern of traffic generation tended more towards concentration than dispersal. The study also found that there were statistically positive relationships between the populations of the cities and the volumes of traffic generated by the cities. Balanced regional development is recommended, among others, to help redistribute population among the cities in the air transportation system in Nigeria so as to increase their air passenger traffic generating capacity.

This issue presents five papers focusing on a variety of topics related to the contemporary air transport environment.

In the first paper, **Angeline Ram, John F. O'Connell, Marina Efthymiou and Eric Tchouamou Njoya** investigate whether safety behaviour within Canadian Air Carriers is aligned to the objectives of the Safety Management System (SMS) given that the importance of safety within an organization is determined by the implementation of a SMS, organizational culture, management commitment and behaviour, the activity of staff themselves, and the degree to which safety reporting is upheld. Since Canada was the first country globally to implement regulation mandating a Safety Management System (SMS) programme, a primary research was undertaken to identify areas of improvement based on the opinions expressed by the interviewed safety experts.

Accessibility and connectivity to facilitate tourism development in a destination is the topic of the second paper where **Dalida Messian, Ioulia Poulaki and Konstantinos Marinakos** highlight the contribution of funding and investments in tourism development related to the destination's transport infrastructure focusing on air services. Paros Island is the destination selected as the case study, since it presents high interest due to recent funding and investments actions towards air transport sector. More specifically, the existence of a Public Service Obligation (PSO) route between Athens and Paros and the recent local airport expansion, partially funded by the private sector investment action, determine Paros as a noteworthy practice to be investigated.

In the third paper **Thomas Vaan Asch, Wouter Dewulf, Franziska Kupfer, Hilde Meersman, Evy Onghena and Eddy Van de Voorde** study the competitiveness of European airports with respect to air cargo, illustrating the relevant characteristics that determine the competitiveness of an airport, identified by an extensive literature review and by interviews with industry-specialists. Authors postulate that these characteristics can be divided into four different components: territory, air cargo marketplace, airport operations and product differentiation, with each component consisting of several factors affecting airport competitiveness for cargo.

Subsequently, **Konstantinos Marinakos and Ioulia Poulaki** explore the potential of the Tripoli military airport in Greece for civil aviation use, seeking to analyze the functional

relationship between small regional airports and local tourism businesses. The results of their study can contribute to the financial planning and organization of a destination, given the positive impact of air transport on tourism development when destinations experience an improvement in accessibility; this is especially the case for geographically isolated areas.

In the fifth paper **Emmanuel Chukwuka Bardi** analyzes the spatial patterns of domestic air passenger traffic generated by the interacting city-pairs in Nigeria's air transportation system at five points in time in order to establish the spatial and temporal changes that have taken place over the examined period. The relationships between the populations of the cities and the volumes of domestic air passenger traffic generated by the cities are also examined to establish the impact of population on the traffic generating capacity of the cities. The study revealed that Lagos was the dominant domestic air passenger traffic generation centre, highlighting that few centres generated most of the domestic air passenger traffic in Nigeria and that the spatial pattern of traffic generation tended more towards concentration rather than dispersal.

On behalf of the Editorial Board, I would like to extend my thanks to all the authors and reviewers for their hard work and contribution to this issue of the *Journal of Air Transport Studies*. We believe that these papers provide a valuable contribution to aviation research but may also be of significant added value to air transport practitioners.

*Professor Dr Andreas Papatheodorou*  
*Editor-in-Chief*