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Editorial: Selected Papers from the 18th Air Transport Research Society World Conference, Bordeaux (France), 2014

Chunyan Yu

Embry-Riddle Aeronautical University, yuc@erau.edu

Seock-Jin Hong

University of North Texas

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Editorial

Selected papers from the 18th Air Transport Research Society World Conference, Bordeaux (France), 2014

Chunyan Yu

College of Business

Embry-Riddle Aeronautical University, United States

E-mail: Chunyan.yu@erau.edu

Seock-Jin Hong

University of North Texas, USA, and Kedge Business School, France

E-mail: Seock.Hong@unt.edu

seockjin.hong@kedgebs.com

The 18th Air Transport Research Society World Conference (ATRS) was held in Bordeaux, France, from July 17 to July 20, 2014. The conference attracted some 347 participants, and 321 papers were presented. The guest editors have selected six papers to be included in this special issue. These papers cover a wide range of topics presented and discussed at the conference and offer important contribution to the literature on air transport.

Surface access strategy is essential for the success of an airport. In the first paper, **Richard Moxon** investigates trends in airport surface access at the London area airports. The paper examines changes in public transport use passengers and employees at London airports in relation to government policy actions. The paper also identifies and discusses emerging surface airport access issues at the London airports.

Continuing with airport management strategies, **Parikesit, Safrilah, and Permana** present a case study of Sukarno-Hatta International Airport (Indonesia) in an attempt to explore effective airport slot allocation strategies to cope with the increasing pressure on airport capacity in the fast growing Indonesian aviation market. The paper argues that the existing slot allocation system does not consider market demand, and suggests that airport slots should be allocated through an auction system. Based on results from a simulation of slot market values, the study suggests that slot auction system can generate substantial revenues to maintain and operate the slot time management system, and encourages efficient distribution of aircraft departure time.

Moving from managing airport demand to air service development and network competitiveness, **Choi, Park, Lee and Lee** develop the models for estimating the demand for a potential new route from an airport. The proposed methodology is applied to Incheon International Airport, and the results indicate that distance, relative capacity and detour

ratio among other factors have significant effects on the demand for a potential new route. The demand model may also help an airport operator develop airport charge policy as well as incentive schemes to attract airlines.

Seredyński, Grosche, and Rothlauf examine the connectivity of airlines at their hub airports in terms of flight schedules. In particular, the paper evaluates the net impact of timetable synchronization on the connectivity of the key European carriers at their main hubs. The authors measure hub connectivity using a weighted connectivity score (WCS) that takes into account the number and the trip time related quality of flight connections. Their results indicate that the timetable synchronization leverages hub connectivity of most of the analyzed airlines by 40% to 60%. At most hubs, connections to long-haul flights operated with wide-body aircraft are better synchronized than connections between short-haul flights.

In the fifth paper, **Navarro, Martínez, and Trinqucoste** investigate whether the geographical locations of the travel agencies affect airline ticket prices. The study compares the price behavior of French and Spanish intermediaries operating exclusively online and those operating simultaneously in travel agencies and on the internet (offline and online). In particular, the study examines air fares on three routes that connect Madrid, Paris and New York, and their results indicate that there are indeed differences in the price levels and price dispersion between intermediaries with respect to the type of retailer and their geographical locations.

The last paper addresses a topic that has not received much attention in academic literature. **Ancell** examines government policies and regulations that are intended to protect passengers with reduce mobility (PRMs). However, these policies and regulations have led to the unintended consequences of enabling increasing numbers of more widely-defined PRMs to access complimentary service provisions, which could result in lower profitability for the airlines and their investors. The paper further reviews Porter's five forces of competitiveness as applied to the airline industry and test their validity for the PRM market.

We would like to extend our thanks to the authors and the reviewers for their contribution to this ATRS special issue of Journal of Air Transport Studies. We believe that these papers provide valuable contribution to our understanding of the airlines and airports and will encourage further research on the respective topics.