Editorial

Welcome to the second issue of Volume 11 of the *Journal of Aviation Technology and Engineering* (JATE). Over the past 11 years, JATE has become a premier global open-access peer-reviewed research journal, providing qualitative and quantitative research in the fields of aviation and engineering. Volume 11, Issue 2 of JATE contains four articles that have been approved for publication following a rigorous double-blind peer-review process by members of our editorial and review teams.

This issue begins with research conducted by two researchers at the University of New South Wales. *The Impact of Passenger Characteristics on Use of Self-Service Technologies for Check-In Process: A Case Study of Sydney Airport* explores the impact of passenger characteristics as they pertain to the utilization of self-service technology (SST). An online survey of passengers was administered and data were analyzed utilizing both *T*-test and Chi-square test. The authors assert that these outcomes may aid airports in improving the SST usage as well as the passenger experience.

Thomas Dautermann and Thomas Ludwig, both of the German Aerospace Center, follow with *Flight Testing GLS Approaches Enabled by Wide Area Corrections in Kerkyra, Greece*. The research presented here builds upon previous research in which a low-cost precision approach system was developed. Utilizing an A320 aircraft, this system was tested at Kerkyra Airport. The Pegasus toolset and reference trajectory from postprocessed carrier phase data were used for analysis. Future study and certification efforts are planned.

Next, a pair of researchers from Embry-Riddle Aeronautical University utilized data from the Federal Aviation Administration Air Traffic Activity System and the National Wildlife Strike Database to analyze wildlife strikes at Florida's Part 139 airports. It is the intent of the authors that this research should benefit airport operators in their wildlife strike mitigation efforts. Safety efforts may also be enhanced through future development of both regional and national standards.

Finally, Cheng Wang of Minnesota State University and Sarah Hubbard of Purdue University collaborate in their research, *A Comparison of Airport Risks: Unmanned Aircraft Systems (UAS) Sightings, Wildlife Strikes, and Runway Incursions*. The authors used data from the Federal Aviation Administration UAS Sightings Report, FAA Wildlife Strike, and FAA Runway Safety databases to assess airport threats.

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We sincerely thank you for your readership.

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