Index

Aer Lingus 69–70, 72–3, 75, 77–81, 84–6, 89, 143, 152

Africa
air navigation service providers 361–2
air transport liberalization 186–8, 199
airline industry
evolution 188–93
infrastructure developments 197–9
persistent problems 194–7, 199
potential for growth 185, 193–4
airlines
flag carrier 187, 195
low-cost carriers 196
and market structures 232–5
net post-tax profits 189
number operating 190
top eight African 190–92
top eight non-African 192–3
population characteristics 228–31
revenue passenger kilometres 189, 194
trends in air transport 222–8
Yamoussoukro Decision 187–8, 190, 193, 199

Air Canada
air transport policy as legacy of 27–8
change of heart towards deregulation 31
early regulation 28
government policy 30–31
impact of rents 47
involvement in metal neutral joint venture 39, 42–3
new Canadian air policy 32–3
privatization of 34–5
transborder market 17, 40–41

Air France
ability to take over potential competitors 89
average hub premium 252
‘community air carrier’ 11
grouping with IAG and Lufthansa 75, 87
independent LCC subsidiary 274, 281
passengers 70, 148
operating with KLM 143, 148, 152
air navigation service providers (ANSPs)
charges levied by 289, 291
commercialization of 359–60
Federal Aviation Administration
attempts at reform 370–72
history, governance and funding 366–8, 372
NextGen 369–70, 372
liberalization initiatives
Australia 361
New Zealand 360–61
overview 359–60, 362–3
percolation 372
see also air traffic control and NAV CANADA
air service agreements (ASAs)
bilateral
Europe 141, 151–2, 168
between LAC countries 157
Canada and United States 39
India 98
international 35–8, 221
air traffic control see air traffic management
air traffic control officers (ATCOs)
107, 341–2, 346, 353, 365–6, 369–72
air traffic management (ATM)
Africa 197–8
communication standards 347–8
conceptual framework 343–4
evolution of
Air transport liberalization

need for 339–40
up to 2000 345–8
function of air navigation services
provision 339, 340–43
India 105–7
performance 349–50
service offered by 341–2, 347
Single European Sky I 348–9
Single European Sky II 349
Single European Sky II+ 350–51
technologies to overcome gridlock
centralized services 354–5
centralized services 354–5
disruptive technologies 351
remote towers 353–4
socio-technical systems approach
340, 343–4
virtual air traffic control 352
United States 341, 345–6
units 341–2, 352–3
air transport liberalization see
liberalization
Airbus 24, 52, 185, 199, 228, 254
Aireon 356, 362, 365, 373–4
airline deregulation see deregulation
Airline Deregulation Act (ADA)
10–11, 215, 236, 266, 288
airline industry
competitive advantage 245, 250, 252,
258, 262
concentration level
measuring 245, 254–6, 260
overall US domestic and
international HHI 257
of traffic between airports
globally and by region
270–74, 281
US domestic HHI 258–9, 262
US international HHI 258,
260–61
entry and exit 248–9, 262
interdependence 247–8
mergers and acquisitions 249–51,
262
pricing implications 250, 252–4
strategic groups 246–7
airlines
India and China
efficiency performances 128–32,
134–5
policy environments in which they
operate 132–5
Latin America and Caribbean 165–6
Chile 177
Colombia 175
Mexico 171–2
market structures 232–5
see also Africa and Asia
airport capacity utilization and
capacity constraints 276–82
Airservices Australia 361
American Airlines 12, 17, 41, 80, 145,
244, 251
Ansett 51, 53, 55–8, 65–6
Asia
African traffic 191, 194–6, 199
air traffic growth 269, 272, 280, 281
airlines and market structures
232–5
airports 271, 273
Australia traffic 51, 65–6
Europe traffic 139
population characteristics 228–31
safety performance 212, 214–16
state involvement 299
take-offs and CUIs 278–9, 281
trends 222–8
Association of European Airlines
(AEA) 71, 74, 263
Australia
air navigation service provider 361
airport security charges 325
bagging and screening costs 317–18
deregulation
commencement of 266
impacts 55–7
domestic liberalization 53–7, 59–61
international liberalization
Asia 65–6
Australia–New Zealand market
44, 53, 59, 64–5
Europe and sixth freedom rights
61–3
nature 58–9
Japan routes 63–4
North transpacific route and
Singapore Airlines 64
ownership limits on international
Carriers 43
passengers and fatalities 212, 216–7
privatization 325
reluctant liberalizer 51, 66
social air service provision 237–8
terminal access 56–7
Two Airline Policy 53–5, 206, 215
Averch–Johnson effect 83, 363
aviation
drivers of transformation 2
eyearly development of international accessibility 8–10
bankruptcy 78, 143–4, 248, 250
Barrett, S. 73–4, 90
Baumgartner, M. 340, 345, 356–7
Bermuda agreements 9–10
Berster, P. 267–8
Bilotkach, V. 43, 139
Bitzan, J. 14–15, 19, 22–3
Boeing 24, 30, 52, 58, 76, 80, 83, 95–6, 150, 185, 187, 193–4, 196, 198–9, 228, 254, 290, 300
Boeing Commercial Aeroplanes 193–4, 196, 199
Borenstein, S. 15, 252, 300
Brazil
air service agreement with EU 168
airport security charges 325
economic impact of Chile’s Open Skies policy 178
foreign ownership limits 44
freight exchanges with EU 159–60
International Aviation Safety Assessment programme 169
military-run system 361
passenger fatalities 214, 216
private participation in airport infrastructure 163
size of air transport market 123, 125, 157–9
social air service provision 239–40
sovereign state of LAC 156
Brexit implications 90, 139–40, 151–4
British Airways 58, 61, 69, 71, 75, 89, 143, 148, 152, 192, 244, 260
Bureau of Transportation Statistics (BTS) 24, 254, 257–61
Canada
air navigation service provider 359–60, 363–6, 368, 370–73
air transport policy
defining public interest for 46–7
government involvement in 27–8
impacts of new approach to 45–6
legacy of 27–8, 45
new, 1984 31–3
air transport trends 222–8
airlines and market structures 232–5
Blue Skies agreement with Ireland 81
costs of aviation security 316–18, 324–5, 329, 334
deregulation
future considerations 28–9, 31–3, 46–7
large-scale 330
international air service 35–7
privatization 35
foreign ownership restrictions 43–4
government policy
Air Canada 30–31
and regulation 29
international air service agreements 35–7
liberalization 206, 214–17
National Civil Aviation Security Program 309, 334
open skies agreement with EU 37–9
safety 79, 216–7
social air service provision 237
transborder market 39–42
see also NAV CANADA and Air Canada
Canada Transportation Act (CTA) 29, 45
Canadian Transport Commission (CTC) 28, 31–2, 34
Chile
airlines 43, 177, 215
airports 177, 179–80, 325
liberalization
beginnings 176
embracing 180–81
Open Skies Agreements 176–8
China
   aviation market
development 143
   domestic 116–20
growth 59, 65, 112
   comparison with India
efficiency performances of airlines
   overview 123–8
   policy environments 132–5
developing airports in Africa 198–9
   restrictions on use of airspace 361
   safety 169, 212, 214–6
   security-related charges 324–5
cloud-based services 352–3
Colombia
   airlines 175
   airports 175–6
   liberalization
   beginnings 174, 215
   embracing 180–81
   Open Skies Agreements 174–5
   competition
   Africa 187–8, 191, 193, 199
   Australia
   domestic airlines 53–5, 66
   from Gulf airlines 51
   and low-cost carriers 55–6
   regulator of 60
   route to North America 64–5
   between low-cost airlines 297
   China 117–18, 132–3
   Europe 142–3, 153–4
   extent of, on city-pair routes 233
   India 97, 100–101, 122
   Ireland 82–5, 87
   Marshall’s perfect 284, 292–3
   Mexico 170–72
   oligopolization of markets 244–50,
   252–3, 255–6, 262
   route
   barriers to 23
   bilateral agreements enhancing 11
   factors affecting effectiveness of 19
   findings 21–2
   lack of information on non-US
   carriers 14
   US liberalization policy 7–8
   stability 299–300
   sustainability 27–35, 39–42, 45–7
   tenders 238
   competitive advantage 245, 250, 252,
   258, 262, 267, 274
   computable general equilibrium
   modelling 59
   Coughlin, C. 310, 312, 333
   Cristea, A. 7, 13, 22
   Dempsey, P. 10–11, 362
   deregulation
   Australia
   consequence of incomplete 60–61
   and impacts of 55–7
   lengthy process of 66
   Canada
   future considerations for 46–7
   large-scale 330
   international air service 35–7
   privatization 35
   timing 28–9, 31–3
   China 112–3, 115, 117–18, 132
   impact on Mexican airline industry
   172
   India 94–7, 112, 121–2, 124
   safety 206–7, 217
   United States
   impacts 220–21, 223, 249
   mergers 244, 250
   movement toward 10–12
   pricing implications 250–52
   social air services 236–7
   see also Airline Deregulation Act;
   liberalization; and competition
   easyJet 70, 74–5, 77, 89, 148, 150–52,
   245, 296
   economic perspectives on aviation
   security see security
   empty cores 292, 294–5, 300
   environmental impact 107–8
   Etihad Airways 52, 61, 63, 102, 260
   Eurocontrol 341–2, 348–51, 354–5, 357
   Europe
   Africa 186–7, 190, 192–4, 197
   airports 271
   air traffic control 2, 355–6
   airline profits 189
   Australia 58–63
   city-pair routes 232
   cross-border airlines 44
disruptive technologies 351–5
fatality rates comparison 216–17
hub premiums 252
Ireland 69, 71–5, 78, 82, 89
liberalization
  argument 69
  gradual 140–42
  outcomes 142–9
  three packages 206, 208, 215
literature review 139
low-cost carriers 138, 149–51
market shares 262–3, 269
new market entrants 70–71
operating margins of airlines 289–90
passengers carried and passenger fatalities 212
private investment drawn to 337
secondary airports in 86–7
security costs at airports 318–20
single aviation market 44, 53, 59, 64–5, 215
Single European Sky 340, 342–5, 348–56
and sixth freedom issue 61–3
switch to point-to-point systems 266–7
take-offs and CUI values 278–9
traffic concentration largely unchanged 272, 280–81
traffic shares 223
traffic structure development 275
US–international alliances 12
European Commission
  British Airways cascade analysis 71
  on civil aviation agreement with India 98
deregulation driven by 1
efforts to create a ‘Single European Sky’ 340, 342, 348–51
  on EU carriers 11
Latin American countries
  compliance with safety standards 168
  horizontal aviation agreements with 167, 181
  legislative force 238
  as obstacle to liberalization at secondary airports 87
Ryanair Airport state aid cases 88
study on airport ownership 241
Transport Directorate 242
European Union (EU)
  and Africa 187, 192, 197
  agreement with India 98
  airlines and market structures 232–5
  charter airline fares 71
  creation of single airline market 138–9
cross national mergers 43
failure to assess mergers and takeovers from public perspective 87
implications of UK leaving 90, 139–40, 151–4
Ireland’s consolidation of aviation with 89
large number of low-cost carriers emerged 29, 262–3
Latin America
  flow of goods 159–61
  horizontal aviation agreements 167–8, 181
  perishables and exotics 180
  safety issues 169
liberalization
  gradual 140–42
  outcomes 142–9
  staff numbers 74
  steps focusing on 43
  three packages of reforms 286, 288
  year of 69
Open Skies Agreements
  Canada 37–9
  efforts to create network of 139
  Morocco 191
  Ukraine 153–4
  United Kingdom 151–2
  United States 11–12, 80–81, 152
opposition to Ryanair’s takeover of Aer Lingus 77, 89
passengers and security costs 320
performance 349–50
population characteristics 228–31
revenue passenger kilometres 123
social air service provision 238–9
state aid rules 85, 87
trends in air transport 222–8
weak economic growth 269
fare differentials for US–international routes 7–8, 18–23
fares studies
airline liberalization 7–8, 10, 12–24
empty cores 294
low fares, as strategy to reduce market instability 296–7
oligopolization of markets 247–8, 250, 252–4, 256
in theories of market instability 292–3
Federal Aviation Administration (FAA)
 attempts at reform 370–72
comparison with NAV CANADA 359, 368, 372–3
history, governance and funding 366–8, 372
Hub Classification scheme 225, 241–2
International Aviation Safety Assessment programme 168–70
Ireland’s categorization 79
Modernization and Reform Act 236
NextGen 369–70, 372
space-based satellite navigation 373, 375
fifth freedom 9, 36–7, 41, 45, 48, 63, 81, 141, 188
Findlay, C. 59–60, 62, 115, 121, 123
Finger, M. 206, 340, 343, 356
foreign ownerships
 eliminated limitations in Colombia 175
raised limit in China 118–20
restrictions
 Canada 38, 43–4
efficiency challenge 23
post-Brexit scenario 151–2
setting limits 172
Forsyth, P. 52–7, 60, 162, 206
Fu, X. 24, 114, 118
full-service network carriers (FSNCs) 274–7, 281
Gelhausen, M.C. 268, 277
Gillen, D. 308, 337
Goetz, A. 76–9, 85, 266
Goldstein, A. 115, 121, 123
greenfield airports 103–5, 107
Gudmundsson, S.V. 244, 246, 248, 250, 262
Herfindahl–Hirschman concentration index (HHI)
Canadian 40
explanation 255–6
US domestic 258–9
US international 258, 260–61
The Hindu 99, 102–3, 106
Hooper, P. 93–6, 115, 121, 266
horizontal aviation agreements 98, 167–8, 181
horizontal relationships 309–12
hub-and-spoke (HS) systems
airport capacity utilization/capacity constraints 276–82
background 266–8
hub classification scheme 225, 227
traffic concentration 268–9, 270–76, 280–81
India
Air Corporations Act 96, 121
Air Deccan 97, 100–101, 115–16, 122, 124
Air India 92, 96–8, 115–16, 121, 128–32, 134, 307, 337
Air Taxi system 94–5, 97, 121, 124
air traffic management 105–7
Aircraft Act 103–4
Airports Authority of India (AAI) 102–4, 106–7
aviation market post-deregulation 100–102
civil aviation industry
evolution 92–3, 112, 121–13, 124
literature review 115–16
comparison with China
efficiency performances of airlines 128–32, 134–5
overview 123–8
policy environments 132–5
Director General of Civil Aviation (DGCA) 92, 96, 104, 106–7, 126
East West Airlines 94–6, 121, 124
environmental impact 107–8
foreign ownership limits 44
GoAir 97, 99, 116, 122, 124–6, 130–31
Greenfield Airport Policy 93
greenfield airports 103–5, 107
Indian Airlines 92, 94–7, 115–16, 121–4, 134
IndiGo 97–9, 101–2, 107, 116, 122–6, 130–32
Jet Airways 92, 95–8, 102, 107, 121–4, 126, 130–32
Kingfisher Airlines 97, 101, 122–4, 126
liberalization
airport infrastructure policy 102–4
benefits 109
impact on larger economy 99–100
onset 93–5
safety 216
‘Licence Raj’ 93
low cost carriers
effects of presence of 115–16, 122–3
entry of 97–9, 124
fast growth of 125
market share 112
policy environments in which they operate 132–5
revenue passenger kilometres after 101
technical efficiency 129
Ministry of Civil Aviation 102, 107, 129, 133, 239
National Civil Aviation Policy 108, 122, 239
Paramount 97, 101, 116, 124
passenger fatality rates 214, 216, 307, 337
public–private partnerships 103–5, 108–9
revenue passenger kilometres 98, 101, 123–5, 129
social air service provision 239
SpiceJet 97–100, 107, 116, 122, 124–6, 130–31
International Air Services Commission (IASC) 60
International Air Transport Association (IATA)
air passenger statistics 195, 306
air transport development
defence of cornerstones 73
GDP as driver 269
airport codes 278
aviation security
developing move to ‘next generation’ 335
limitation to plans for 336
on responsibility for 331
commercial airline statistics 189, 290
criteria for defining bilateral agreements 37
fare recommendations 59
forecast of China’s air passengers 112
information on slot-controlled airports 14
location identifiers 225
regional classification 222
International Airline Group (IAG) 69, 75, 77, 86–7, 89, 143, 148, 152, 274
International Civil Aviation Organization (ICAO)
Asia Pacific 106
aviation security 308
criteria for defining bilateral agreements as liberal 37
Ireland 79–80
Latin America 173, 179
meeting 335
provision of data 209–13, 215–17
safety and security regulations 168–70, 180, 346–8, 360, 362
social air service provision 235–6
International Civil Aviation Policy (ICAP) 59, 62
International Convention for Air Navigation (ICAN) 345
Ireland
CityJet 70, 77
Dublin–London route 69, 73–4, 77
EU member state 140
growth in air passenger traffic 145–6
Irish Aviation Authority (IAA) 79–80
liberalization
airport competition 82–5
aviation safety 79–80
European aviation, leading role in 69
North Atlantic routes 80–81
on-going challenges 85–8
value to Irish economy 88–9
passenger shares of airports 82–3
post-Brexit scenario 153
Ryanair
emergence of 69–75
impact 75–6
wider geographical context 76–9
Jain, R.K. 115–16, 129
Japan 63–4, 66
Kahn, A.E. 79, 85, 89, 247, 249, 285, 288
Krishnan, R.T. 94, 96–7
Latin American and Caribbean (LAC) air transport market
institutional constraints 161
overview 157–61
airlines 165–6
Chile 177
Colombia 175
and market structures 232–5
Mexico 171–2
airports 162–5
Chile 177, 179–80
Colombia 175–6
Mexico 172–4
Chile case study 176–81
Colombia case study 174–6, 180–81
commercial airlines net post-tax profits 189
Mexico case study 170–74, 181
Open Skies Agreements 166–8
Chile 176–8
Colombia 174–5
Mexico 170–71
pace of liberalization 156–7
population characteristics 228–31
social air service provision 239–40
sovereign states 156
trends in air transport 222–8
LCCs see low-cost carriers (LCCs) liberalization
Africa 186–8, 199
air navigation services
initiatives 359–63
outcomes 362–3
percolation 372
air transportation markets 285–7
Australia
domestic 53–7
international 58–66
reluctant 51, 66
India
airport infrastructure policy 102–4
benefits 109
impact on larger economy 99–100
onset 93–7, 124
Ireland
airport competition 82–5
European aviation 69
North Atlantic routes 80–81
on-going challenges 85–8
value to Irish economy 88–9
movement toward 10–12
worldwide safety record in era of 207–14, 218
Lijesen, M.G. 252–4, 256
low-cost carriers (LCCs)
Africa 196
Canada 46
China 113–14, 119, 127, 129, 132–4
Europe
business model 144, 149–51, 274
emergence of 29, 142
explosive growth of 138, 148
post-Brexit scenario 151–2
share of traffic 271, 273
hub concentration opening doors for 267
India
effects 115–16, 122–3
entry 97–9, 124
growth of 125
market share 112
policy environments 132–5
revenue passenger kilometres 101
technical efficiency 129
introduction in Australia 55–8
Laker Airways 62
in Latin America 161, 170–72, 175
lower dependence on hub traffic 274
and market instability 297–8
policy environments in which they operate 132–4
traffic concentration 281
traffic structure development 274–7
United States 144–5
US–Mexico routes 17
Lufthansa
average hub premium 252
concerns over dominance 77
consolidations 143
‘fifth freedom’ rights 141
grouping with IAG and Air France 75, 87
hubs 144
independent LCC subsidiary 274, 281
major European airline 58
metal neutral joint venture 39
operating costs and easyJet 150–51
owning smaller European carriers 152
passenger 70, 148
potential competitors 89
top non-African airlines (available seats) 192
market instability
coordination of suppliers 299
empty cores 292, 294–5, 300
imperfections in models 284
liberalization 285–7
market shocks 289–92
present in all sectors 284–5, 299
public policy reaction 298–9
strategies to reduce 295–8
theories of inherent 292–3
transition processes 287–8
market oligopolization see oligopolization of markets
mergers and acquisitions 249–51, 262
metal neutral joint agreement 39, 42–3
Mexico
airlines 171–2
airports and slot allocation 172–4
as highly regulated market 170
lengthy and protectionist process of liberalization 181
Open Skies Agreements 170–71
passenger fatality rates 214, 216
take-offs and CUI values 279–80
and United States routes 16–18, 20–21
year of liberalization 215
Middle East
African connections 190–91, 194, 199
airports 271
airlines and market structures 232–5
capacity situation 280
commercial airlines net post-tax profits 189
impact on US 260, 262
passenger fatality rates 212
population characteristics 228–31
share of independent FSNCs 275
top non-African airlines 192
traffic growth continued positive 269, 281
traffic concentration increasing with 272–3
trends in air transport 222–8
Morrison, S.A. 34, 59, 142, 285, 298
Morrison, W.G. 308, 337

Nagpal, R. 102, 115–16, 128–9
Natarajan, R. 115–16, 129
Nathan Economic Consulting India 94, 96, 134
NAV CANADA
comparison with FAA 359, 368, 372–3
cost effectiveness 368
poster child of commercialization 366
private non-profit user cooperative 360
privatization 363–5
undergoing institutional reform 359
Neiva, R. 139, 362–3, 373–4
New Zealand
air navigation services liberalization 360–61
Airways New Zealand 291, 359–61
baggage/screening costs per passenger 317
hub connections 234
not-for-profit government corporation 287
ownership limit 43
Air transport liberalization

- single aviation market 44, 53, 59, 64–5
- year of liberalization 215
- ‘next generation’ security 335–6
- NextGen 369–70, 372
- Njoya, E.T. 188–9, 192
- North Atlantic routes 80–81
- North Transpacific route 64

O’Connell, J.F. 115, 122, 190–92, 194, 200, 267

- oligopolization of markets
  - industry concentration 256–62
  - industry entry and exit 248–9, 262
  - interdependence 247–8
  - measuring concentration 245, 254–6, 260
  - mergers and acquisitions 249–51, 262
- oligopoly
  - conditions 245
  - definition 244
- pricing implications 250, 252–4
- strategic groups 246–7
- US domestic market 244–5

Open Skies Agreements (OSAs)

- agreement as template 11
- Australia–New Zealand 64, 65
- Canada–EU 37–9
- Canada–US 39–41, 48
- Canada’s interest in 35–6
- EU–Morocco 191
- EU–Ukraine 153–4
- EU–US 11–12, 80–81, 152
- EU’s efforts to create network of 139
- flights covered by
  - data and empirical approach 14–20
  - international fare findings 20–22
  - past findings on 7, 10, 12–13
- India–US 98
- Latin America and Caribbean 166–8
  - Chile 176–8
  - Colombia 174–5
  - Mexico 170–71
- lower fares and greater service
  - frequency 23
  - prelude 32
  - replacing bilateral rules 330
- UK–EU 151–2
- UK–US 152–3

Open Skies policy

- India in 1990s 94–7, 124
- US, with all countries 46, 59
- origin–destination (OD) systems
  - airport capacity utilization and capacity constraints 276–82
  - background 266–8
  - study conclusions 280–82
  - traffic concentration 270–74, 281
  - traffic growth 268–9, 280–81
  - traffic structure development 274–6, 281

OSAs see Open Skies Agreements (OSAs)

- Oster, C.V., Jr. 206, 212–13, 362
- Oum, T.H. 24, 65, 181, 249

- perishables and exotics (P and E) 159–61, 167, 180
- Pitfield, D.E. 11–12, 24, 294, 298
- point-to-point (P2P)
  - low-cost carriers 97, 142–5, 148–51, 153, 247–8, 274
  - systems 266–7
  - traffic 276, 281–2
- Porter Airlines 27, 45–6
- public franchise, aviation security as 308–12
- public–private partnerships
  - Africa 198–9
  - global 220, 298
  - India 103–5, 108–9, 124
  - United States 237
- Pustay, M.W. 40–41, 246–7
- ‘Q Code’ 345, 356
- Qantas 52, 55–8, 60–65

remote towers (RTWR) 353–4
- revenue passenger kilometres (RPK) 98, 101, 123–5, 129, 189, 194
- Reynolds-Feighan, A. 224, 267
- Roberts, T. 254–6
- Round, D.K. 60, 113, 117–18, 132
- Ryanair
  - Aer Lingus 84–5, 89
  - barriers to entry at route level 245
  - Buzz acquisition 253
Charleroi 86–7, 89
emergence 69–75, 75–6, 77
Irish airline financial instability 77
low-cost model 97, 296
passengers
EU’s largest airline 69, 75, 89, 148
planes and staff 70, 73–4
post-Brexit scenario 151–2
rapid expansion factors 75–6
share of transfer passengers at London Stansted 267
state aid cases 88
turnaround time 76
under-utilized airport capacity 82
use of internet 75
VivaColombia 175

S-curve effect 42
safety
air navigation services 360–62
costs, and liberalization 205–7, 217
deregulation 206–7, 217
global record 207–14, 218
Ireland 79–80
Irish airlines 79–80
LAC countries 168–70, 180
oversight 157, 360–62, 367
persistent problem for Africa 196–7
pillar of Single European Sky 349
pre- and post-liberalization 214–18
safety and security regulations 168–70, 180
Ryanair 79–80
Single European Sky (SES)
beginning of project 345
conceptual framework 344
European Commission’s initiative 340, 342
first package 348–9
gridlock 343, 351–5
performance dimension 349–50
second package 349
standards 348
towards SES II+ 350–51
sixth freedom rights 36, 41, 45–6, 51, 58–9, 61–3
slot-controlled airports 14, 17
small communities
air transport service provision
changes since 1970s 220–21
impact of regulation 221
airlines and market structures 232–5
city pairs
average state length 233–4
busiest 228–30
percentage of single-carrier 233
served by region 232–3
formation of multi-country trade blocs 221
funding infrastructure provision 220
growth of traffic movements across hub classes 234–5
major trends in air transport 222–8
financing
public finance 330–34
security-related charges 324–9, 335
global attacks inside aircraft 306–7
governance 329–34
New Zealand security charges 326
next generation (NEXTGEN) 335–6
production 312–14
public franchise 308–12
public good 332–4
regulations in LAC countries 168–70, 180
resource allocation problems 305, 313, 334
risk-based 335–6
US costs security 316–8, 324, 327, 331
see also safety
Serebrisky, T. 164–5, 175
Single European Sky I and II 348–9
UK and the North Atlantic 79
United States 205–6, 216–7
see also security
Saranga, H. 102, 115–16, 128–9
security
background 305–7
costs
passenger screening 320–24
European airports 318–20
measuring and comparing 314–18
output 312–14
data and analysis 334, 336
efficiency 320–24, 334–5

Index 389
number being served by multiple airports 225–7
number of each type of hub by region 227
population characteristics 227, 231
role of hubs in providing connectivity 227–8
social air services provision 235–40
purpose 221, 241
social air services provision
Australia 237–8
Canada 237
definition 235
European Union 238–9
framework 235–6
India 239
Latin America and Brazil 239–40
United States 236–7
purpose 221, 241
Southwest Airlines
competitive advantage 252, 262
large proportion of monopoly routes 248
market share 246
mergers and acquisitions 251
mobility barriers 262
modelling 47, 76, 97
new entrant 246
point-to-point route structure 247
raising barriers to entry at route level 245
top US domestic airlines 244
space-based satellite navigation 361–2, 365–6, 373, 375
Ssamula, B. 194, 196–7
Star Alliance 27, 37, 41–2, 65, 190–91, 275–7
Strong, J.S. 362
Tata Group 92, 102, 121–2
terminal access
importance of 56–7
privatization 51
total factor productivity (TFP) 57, 165
traffic
concentration 270–74, 281
growth 268–9, 280–81
structure developments 274–6, 281
Trans Australian Airlines (TAA) 53
transatlantic joint venture (TJV) 42
transborder joint agreements 42–3
transborder market 39–42
Two Airline Policy
cessation of 215
under scrutiny 54–5
underlying theme 53
United Airlines 12, 17, 30, 40, 85, 244, 251
United-Continental Holdings (UCH) 42–3
United Kingdom (UK)
air navigation service provider 291, 360
airport security charges 327, 329
airports privatized
fully 330
price cap regulation 287
Australia 61–2
compliance rate 79
Ireland 69–74, 76, 81, 84
landmark agreement with US 9–10
leaving EU 90, 139–40, 151–4
percentage growth of air passenger traffic 145
Regional Air Connectivity Fund 239
Ryanair and Aer Lingus 89
United States
Africa 187, 197
agreement with Canada 32, 48
airlines operating margins 289–90
air navigation service provider 366–73
airlines and market structures 232–5
commercial airlines net post-tax profits 189
Department of Transportation (USDOT) 12–14, 16–17, 21, 39, 236, 256, 367–8
domestic airline market
average fares 254
barriers to entry 245
concentration level 257–9, 262
leaders in 244–5, 262
oligopoly in 244

Matthias Finger and Kenneth Button - 9781786431868
Downloaded from Elgar Online at 02/16/2019 12:50:15AM
via free access
Index

foreign ownership restriction 43
international accessibility 8–10
international airline market concentration 258, 260–62
Ireland 79
liberalization 10–12, 215
main LCC players 144–5
mergers and acquisitions 87, 143, 251–3, 262
non-scheduled services 211
Open Skies Agreements
  all countries 46, 59
  European Union 11–2, 80–81, 152
India 98
  United Kingdom 152–3
population characteristics 228–31
similarities with EU markets 142
social air service provision 236–7
subsidies 299
trends in air transport 222–8

welfare gains; OSAs-covered flights
  7, 10, 12–13, 14–18, 20–23
unmanned air vehicles 342
Vega, H.L. 159, 161, 167, 294
Virgin Australia 52, 55–8, 60–61, 63–5
virtual air traffic control (VATC)
  352–3
Vowles, T. 76–9, 85, 266

welfare gains 7, 10, 12–13, 14–22
WestJet 27, 40, 42, 46–8
Williams, G. 115, 122, 267
Winston, C. 7, 10, 13, 22, 59, 142, 285

Yamoussoukro Declaration/Decision
  187–8, 190, 193, 199
Yan, J. 7, 13, 22
Zhang, A. 113–14, 117–19, 135
Zorn, C.K. 206