



Economic Regulation of Domestic Air Transport

Douglas, George W.

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Economic Regulation Of Domestic Air Transport Theory And Policy

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The Economic Effects of Airline Deregulation Steven Morrison, Clifford Winston, 2010-12-01 In 1938 the U S Government took under its wing an infant airline industry Government agencies assumed responsibility not only for airline safety but for setting fares and determining how individual markets would be served Forty years later the Airline Deregulation Act of 1978 set in motion the economic deregulation of the industry and opened it to market competition This study by Steven Morrison and Clifford Winston analyzes the effects of deregulation on both travelers and the airline industry The authors find that lower fares and better service have netted travelers some 6 billion in annual benefits while airline earnings have increased by 2.5 billion a year Morrison and Winston expect still greater benefits once the industry has had time to adjust its capital structure to the unregulated marketplace and they recommend specific public policies to ensure healthy competition

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The Geographies of Air Transport Andrew R. Goetz, Lucy Budd, 2016-03-09 Making a detailed contribution to geographies of air transport and aeromobility this book examines the practices and processes that produce particular patterns of air transport provision both regionally and globally In so doing it updates the seminal contributions of Eva Taylor 1945 Kenneth Sealy 1957 Brian Graham 1995 and others to the study of air transport geography Leading scholars in the field offer a unique insight into the key developments that have occurred in the field and the implications that these developments have had for geography geographers and global patterns of past present and future air transport Although globalization and liberalization processes have greatly expanded the demand for air transport over the last two decades the industry has experienced several major setbacks due to economic security and environmental concerns Many of these impacts have been much more pronounced in some regions such as North America and Europe while others such as Asia Pacific have not been as adversely affected Accordingly there is a clear need to examine these recent economic and geopolitical changes from a geographical perspective given the differentiated pattern of effects from global processes Addressing this need this volume opens with thematic chapters covering key topics such as the historical geographies socio cultural mobilities environmental externalities urban geographies and sustainability of the global air transport industry followed by regional analysis of the industry in Asia Pacific Latin America Greater Middle East and Africa as well as North

America and Europe *Airline Deregulation* Kenneth Button, 2017-04-21 The end of the twentieth century saw remarkable changes in the way that economic regulation was viewed There occurred a liberalization of attitude and something of a withdrawal of the state from its interventionist role These changes were particularly pronounced in the context of transport where the long standing tradition had been one of market intervention by the government The aim of this book first published in 1991 is to examine the outcomes of deregulation on the international airline industry and to consider whether the experiences of market liberalization reveal any common threads In particular whether they reveal any universal indications of how underlying transport markets function how management responds to new stimuli the degree of protection needed by transport users and nature of the transition process from regulation to liberalization Deregulation and Liberalisation of the Airline Industry Dipendra Sinha, 2019-07-16 This title was first published in 2001 By giving long over due detailed consideration to airline deregulation in countries other than the US Dipendra Sinha makes a unique contribution to the literature on airline deregulation and transport economics Routledge Library Editions: Transport Economics Various, 2021-07-29 This set of previously out of print titles is an essential reference collection on the topic of transport economics Providing in depth analysis on a variety of aspects including the economics of the airfreight shipping and rail industries it also examines the economics of road transport and more focused areas such as containerisation Intercity Domestic Transportation System for Passengers and Freight , 1977 **Economic Report of the President Transmitted to the Congress** United States. President, 2019 Appendix B contains historical tables from 1959 or earlier on aspects of income national personal and corporate production prices employment investment taxes and transfers and money and finance

The Encyclopedia of Public Choice Charles Rowley, Friedrich Schneider, 2008-01-25 The Encyclopedia provides a detailed and comprehensive account of the subject known as public choice However the title would not convey sufficiently the breadth of the Encyclopedia's contents which can be summarized better as the fruitful interchange of economics political science and moral philosophy on the basis of an image of man as a purposive and responsible actor who pursues his own objectives as efficiently as possible This fruitful interchange between the fields outlined above existed during the late eighteenth century during the brief period of the Scottish Enlightenment when such great scholars as David Hume Adam Ferguson and Adam Smith contributed to all these fields and more However as intellectual specialization gradually replaced broad based scholarship from the nineteenth century onwards it became increasingly rare to find a scholar making major contributions to more than one Once Alfred Marshall defined economics in neoclassical terms as a narrow positive discipline the link between economics political science and moral philosophy was all but severed and economists redefined their role into that of the humble dentist providing technical economic information as inputs to improve the performance of impartial benevolent and omniscient governments in their attempts to promote the public interest This indeed was the dominant view within an economics profession that had become besotted by the economics of John Maynard Keynes and Paul Samuelson

immediately following the end of the Second World War **Low Cost Carriers** Stephen Ison, 2017-07-05 Low cost carriers LCCs represent one of the most exciting and dynamic yet often contentious developments in recent commercial aviation history Formed as a direct result of policies of airline deregulation and liberalisation that were initiated in the United States in the late 1970s before being implemented in certain European Australasian Latin American and other world markets from the mid 1990s onwards to encourage competition LCCs have been responsible for progressively reconfiguring the spatial patterns operational practices and passenger experiences of flight In the process they have enabled growing numbers of people to fly to more places more frequently and at lower cost than had been previously possible In so doing however they have generated a number of socio economic and environmental challenges The 23 essays included in this volume provide a detailed insight into the emergence expansion and evolution of the low cost carrier sector worldwide The volume covers deregulation and liberalisation of the global airline sector the business models and operating characteristics of low cost carriers the changing nature of the airline airport relationship LCC network characteristics issues of pricing and competition and the current impacts and likely future trajectories **Straight and Level** Stephen Holloway, 2017-11-01 This title was first published in 2003 Airline operating profits are well known to be volatile and the global industry aggregate figures conceal wide differences in performance between carriers The fundamental reasons for the poor performance of the industry as a whole were in the early 1990 s that output ran too far ahead of demand and the yield earned on output sold was insufficient to cover costs In strategic context this second edition uses a simple yet powerful model to explore linkages between the fundamentals of airline economics and the volatility of industry results at the operating level Its five parts look in turn at strategic context supply side demand side network management and a general conclusion **Deregulation, Increased Competition is Making Airlines More Efficient and Responsive to Consumers** United States. General Accounting Office, 1985 Discusses changes in the U S airline industry since enactment of the Airline Deregulation Act of 1978

Report to the President and the Attorney General of the National Commission for the Review of Antitrust Laws and Procedures United States. National Commission for the Review of Antitrust Laws and Procedures, 1979 Regulatory Issues Since 1964 Robert F. Himmelberg, 1994 First Published in 1994 Routledge is an imprint of Taylor Francis an informa company **Study of Federal Aid to Rail Transportation** United States. Department of Transportation, 1977 *The Oxford Handbook of Public Choice, Volume 1* Roger D. Congleton, Bernard N. Grofman, Stefan Voigt, 2018-12-07 The Oxford Handbook of Public Choice provides a comprehensive overview of the research in economics political science law and sociology that has generated considerable insight into the politics of democratic and authoritarian systems as well as the influence of different institutional frameworks on incentives and outcomes The result is an improved understanding of public policy public finance industrial organization and macroeconomics as the combination of political and economic analysis shed light on how various interests compete both within a given rules of the games and at times to change the rules These volumes

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