

German Aviation Research Society

Call for Papers, August 2011

Current Topics in Air Transport

as part of the "10th Conference on Applied Infrastructure Research"

Berlin 7-8 October 2011

Subject

The German Aviation Research Society (GARS), in cooperation with the Workgroup for Infrastructure Policy at the Berlin University of Technology and the WHU – Otto Beisheim School of Management, invites researchers working in the field of air transport to submit papers to be presented at the 10th Conference on Applied Infrastructure Research. Papers may be theoretical or applied, and may address the following topics:

- **Climate change:** What is the effect of the European Union Greenhouse Gas Emission Trading Scheme on airlines' costs and strategies?
- **Air navigation services:** European airspace should be organised following operational requirements regardless of national boundaries in 'functional airspace blocks' due to the EU Single European Sky initiative. This is in contrast to the current practice and will lead to new forms of cooperation between national or supranational air navigation service providers. The question is how to reorganize European air navigation services in the most efficient way?
- **Consolidation:** Economists frequently claim that the number of European airlines is too large and that further consolidation is inevitable. Is consolidation useful from a welfare viewpoint, and what can airlines do to master a future process of consolidation?
- **Congestion management:** Many airports are congested and with little scope to extend capacity in the short to medium run. In this situation, congestion management can be based on slots or congestion pricing (i.e. posted prices) to limit airport operations and, hence, congestion. What are the benefits and limits of these instruments for airports, airlines, and passengers?
- **Privatization and regulation:** A growing number of airports are fully or partially privatized, and airport privatization is almost always accompanied by some form of price regulation. This is because many airports are supposed to possess monopolistic market power. Is airport regulation really useful, and what types of regulation regimes should be applied?
- **Commercial airport revenues:** Airports are multi-product firms that provide aeronautical and commercial services. How do commercial airport services affect aeronautical service charges? Should we use commercial revenues to cover fixed runway costs?
- **Vertical cooperation between airlines and airports:** Airport capacity investments are sometimes based on a close cooperation between airports and airlines. What is the effect of vertical cooperation between airports and airlines on service quality levels, competition, welfare, and passengers?
- **Intermodal cooperation:** Many airports are short of capacity. Is it possible to enhance the use of a given capacity by improving links between air and rail transport? For instance, is it useful to establish feeder traffic based on rail links? What is the potential for air-rail cooperation in a context of freight traffic and logistics services?

Other papers and contributions that may or may not be related to the topics mentioned above are also welcome. The conference will take place at the Berlin Institute of Technology (TU Berlin) on 7-8 October 2011. For exact locations and further information visit: <http://www.infraday.tu-berlin.de/>.

Paper proposals

Please submit your paper or an extended abstract (one page, about 300 words) including a short CV until August 26, 2011, at <http://www.wip.tu-berlin.de/conftool/htdocs/>, and (additionally) per e-mail to achim.czerny@whu.edu. A preference will be given to submissions of a complete paper. Information on acceptance will be given by August 27.

Contact

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