

CALL FOR PAPERS

**THE LIBERALIZATION OF THE EUROPEAN CIVIL AVIATION INDUSTRY:
ECONOMIC AND POLICY IMPLICATIONS**

Submission Due Date: April 16, 2007

Guest Editors:

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INTRODUCTION:

The deregulation of the European Airline markets, which started in 1987, ended in 1997 with the permission to European carriers to operate domestic flights in member countries other than their home market. Undoubtedly, the liberalization process has substantially altered the face of the industry, although other exogenous factors have also induced radical changes in the management practices of airlines. For instance, the success of the Low-Cost Business Model is partly due to the apt use of the Internet as a distribution channel. This has also likely affected other related markets or sectors, a notable example being the tourist industry. The increased passenger traffic in many regional, smaller airports has led many regional governments to further improve these airports' infrastructure and capacity in the attempt to boost economic growth in their constituencies. Unfortunately, there is little systematic theoretical and empirical evidence to guide the evaluation of the repercussions of the liberalization process on the aviation industry and on the wider economy.

For these reasons, this is an opportune time to address questions relating to the evaluation of the liberalization of the European European Civil Aviation Industry in the last decade. We aim to do so in a special issue of a policy-oriented journal such as the "Rivista di Politica Economica" (<http://www.rivistapoliticaeconomica.it/>), which will also be published in a Palgrave Macmillan book in its *Central Issues in Contemporary Economic Theory and Policy* Series.

RESEARCH QUESTIONS:

Some research topics that contributors to the special issues might address are:

- What are the similarities and the differences between the European and the U.S. experiences;
- To what extent is the U.S. case useful to predict what will happen in Europe?
- Are there differences across Member States in the extent to which the liberalization has exerted its effects? Why?

- What are the determinants and consequences of the success of the Low-Cost Business Model?
- What were the effects on fares? On airport pricing? On quality?
- What factors influence productivity and other performance indicators in the industry?
- Do we observe discernible patterns in the airlines' entry and exit activities? Are there differences between Low-Cost and Traditional Carriers?
- How did the incumbents respond to the entry of low-cost competitors? The role of alliances and code-sharing.
- How does the growth of passenger traffic affect the broader economy, and regional economies in particular?
- In the light of the past experience, what should the EU be considering as the most urgent legislative interventions? What about the environmental impact of the increased traffic?

Papers on related issues not explicitly listed above are also welcome.

SUBMISSION AND REVIEW PROCESS:

Electronic submissions to one of the Editors and to the Rivista di Politica Economica (rpe@confindustria.it) must be made on or before April 16, 2007. All papers will be externally reviewed according to the standards followed by the Rivista di Politica Economica.

TENTATIVE TIME LINE:

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| April 16, 2007 | Deadline for electronic submission of papers to the special issue |
| June 15, 2007 | Notification to authors regarding acceptance to the Special Issue, which may be conditional on completing the revisions indicated in the referees' reports. |
| 1 September | Delivery of the revised submission to the Editors. |

FURTHER INFORMATION:

For additional information, please contact the Special Issue Editors:

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