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reservation system initially developed by American Airlines. So, it ' s fair to assume that Sabre mostly serves for the Americas. In the Asia-Pacific, this GDS was less popular until it bought the largest GDS in Asia – Abacus.

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This book chronicles airline



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revenue management from its early origins to the last frontier. Since its inception revenue management has now become an integral part of the airline business process for competitive advantage. The field has progressed from inventory control of the base fare,

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to managing bundles of base fare and air ancillaries, to the precise inventory control at the individual seat level. The author provides an end-to-end view of pricing and revenue management in the airline industry covering airline pricing, advances in revenue management,

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availability, and air shopping, offer management and product distribution, agency revenue management, impact of revenue management across airline planning and operations, and emerging technologies is travel. The target audience of this book is

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practitioners who want to understand the basics and have an end-to-end view of revenue management.

Since the enactment of the Airline

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Deregulation Act in 1978, questions that had been at the heart of the ongoing debate about the industry for eighty years gained a new intensity: Is there enough competition among airlines to ensure that passengers do not pay excessive fares? Can an

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unregulated airline industry be profitable? Is air travel safe? While economic regulation provided a certain stability for both passengers and the industry, deregulation changed everything. A new fare structure emerged; travelers faced a variety of fares

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and travel restrictions; and the offerings changed frequently. In the last fifteen years, the airline industry's earnings have fluctuated wildly. New carriers entered the industry, but several declared bankruptcy, and Eastern, Pan Am, and Midway were liquidated. As

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financial pressures mounted, fears have arisen that air safety is being compromised by carriers who cut costs by skimping on maintenance and hiring inexperienced pilots. Deregulation itself became an issue with many critics calling for a return to some form of



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regulation. In this book, Steven A. Morrison and Clifford Winston assert that all too often public discussion of the issues of airline competition, profitability, and safety take place without a firm understanding of the facts. The policy recommendations that

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emerge frequently ignore the long-run evolution of the industry and its capacity to solve its own problems. This book provides a comprehensive profile of the industry as it has evolved, both before and since deregulation. The authors identify the problems the

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industry faces, assess their severity and their underlying causes, and indicate whether government policy can play an effective role in improving performance. They also develop a basis for understanding the industry's evolution and how the

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industry will eventually adapt to the unregulated economic environment. Morrison and Winston maintain that although the airline industry has not reached long-run equilibrium, its evolution is proceeding in a positive direction—one that will preserve

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and possibly enhance the benefits of deregulation to travelers and carriers. They conclude that the federal government's primary policy objective should be to expand the benefits from unregulated market forces to international travel. Brookings

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Review article also available

In 21st Century Airlines:  
Connecting the Dots, Nawal Taneja  
addresses the challenges and  
opportunities facing the airline  
industry as it tries to innovate and  
create products and services that

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are radically different by  
‘ connecting the dots ’ at four key  
levels: recognizing the implications  
of global events, improving cross-  
functional collaboration within the  
organization, working more closely  
with the travel chain, and providing  
much higher engagements with

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connectors within the social networks. The book synthesizes insights gained from the experience of non-traditional businesses, such as Uber, that have no physical assets and that focus on scalability through platforms, as well as traditional



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businesses, such as Mercedes-Benz, that are transitioning from operators of physical assets to adapt to the on-demand and sharing economies. These insights show pragmatically that digitizing airline businesses would require digital mind-sets, digital

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technologies, digital strategies, and digital workplaces to explore new frontiers in value for both customers and airlines. Moreover, forward-thinking airlines need to consider working with bimodal organizational structures, in which one group optimizes current

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business models (network, fleet, and schedule planning, as well as revenue management) while a second group explores innovative ways to add digital features to physical products to provide a consistent experience throughout the journey. The book is written

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for all senior-level practitioners of airlines and related businesses worldwide, as well as senior-level government policymakers.

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how travel agenets stand in relation to it \* Global distribution systems - how to make bookings, and the new windows-based environment \* A full endorsement by Travel Weekly The manual demonstrates correct methods for processing travel reservations,

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large number of courses in travel and tourism (ICM, City & Guilds, ABTA, IATA, UFTAA, BTEC, SCOTVEC, University of Oxford Certificate, Diploma of Vocational Education) will find this book invaluable.



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not suffice and do justice to address all these areas. It is envisaged to develop subsequent parts of this book to cover all these knowledge areas. This book is the first installment of any subsequent books and explores issues including airline

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management and operations, airline business models, airport systems, flight operational procedures, aircraft maintenance, runway safety management systems, and air traffic management. In particular, attention will be given to aspects

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flights, new business models for airlines, and runway safety management systems. This book is useful to aviation managers, educators, students, and professionals interested in any of the above issues.

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to critically analyze future situations, and to make appropriate decisions in their workplace environments. Moreover, the book prepares undergraduate students and aspiring managers alike with a thorough exposure to the latest industry developments. “ Dr.

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Camilleri provides tourism students and practitioners with a clear and comprehensive picture of the main institutions, operations and activities of the travel industry. ” Philip Kotler, S.C. Johnson & Son Distinguished Professor of International

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and Tourism Management, The  
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growth in international tourism  
over the last century has been  
directly influenced by  
technological, and operational  
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which continue to define the nature, scale and direction of tourist flows and consequential tourism development. Key factors in this relationship between tourism and the airline sector are marketing and economics, both of which are fundamental to the

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success of tourism in general and airlines in particular, not least given the increasing significance of low-cost airline operations. Hence, uniquely drawing together these three themes, this book provides a valuable introduction to the marketing and economics of

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tourism with a specific focus on airline operations, and should be considered essential reading for future managers in the tourism sector. ” Richard Sharpley, Professor of Tourism, School of Management, University of Central Lancashire, UK “ The book's

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unique positioning in terms of the importance of and the relationships between tourism marketing, tourism economics and airline product will create a distinct niche for the book in the travel literature. ” C. Michael Hall, Professor of Tourism, Department

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of Management, Marketing and Entrepreneurship, University of Canterbury, Christchurch, New Zealand “ A very unique textbook that offers integrated lessons on marketing, economics, and airline services. College students of travel and tourism in many parts of

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Rodolfo Baggio, Professor of  
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“ This is a very useful introductory



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