

Nicole Petrick

Entry and exit in the post-liberalized German airline market

Master's Thesis

Entry And Exit In The Post Liberalized German Airline Market

Rosina Ehmann



Entry And Exit In The Post Liberalized German Airline Market:

Entry and Exit in the Post-liberalized German Airline Market Nicole Petrick, 2007-09-30 Master's Thesis from the year 2007 in the subject Economy Transport Economics grade 1.3 Humboldt University of Berlin 90 entries in the bibliography language English abstract This paper examines actual entry and exit dynamics in the German airline market in light of the European liberalization process For this purpose flight schedules data was used to derive entry and exit statistics for a set of chosen inner German routes over a period of thirteen years Data was analysed in cross sectional and longitudinal manner while identifying different entry waves and examining incumbent behaviour with respect to entry deterrence strategies Furthermore the market's concentration and structure was tracked to allow a conclusion with respect to the market's contestability after liberalization The results suggest the existence of remaining structural barriers to entry and depict a rather unsatisfactory overall state of the post liberalized market

Liberalizing Europe's Skies - A Failure? An Analysis of Airline Entry and Exit in the Post-liberalized German Airline Market, 1993-2006 Nicole Petrick-Felber, 2014-09 The study examines actual entry and exit dynamics in the German airline market in light of the European liberalization process For this purpose flight schedules data was used to derive entry and exit statistics for a set of chosen inner German routes over a period of thirteen years Data was analysed in cross sectional and longitudinal manner while identifying different entry waves and examining incumbent behaviour with respect to entry deterrence strategies Furthermore the market's concentration and structure was tracked to allow a conclusion with respect to the market's contestability after liberalization The results suggest the existence of remaining structural barriers to entry and depict a rather unsatisfactory overall state of the post liberalized market

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The Law and Regulation of Airspace Liberalisation in Brazil Delphine Defosse, 2022-05-30 The book starts from the premise that the current aviation framework in Brazil cannot sustain a full liberalisation in the long run While the competition rules in place offer a strong framework which only requires small modifications these rules are not enough to foster a healthy liberalisation In fact until recently Brazilian airlines were operating in a homogenous market where competition was artificial This artificial competition obtained through the

imposition of a legal obligation to provide water and a snack and grant a 23kg bag allowance has resulted in a highly concentrated domestic market with very few players Compared to other same size markets such as China or India Brazil is far behind in terms of airlines operating at national level Consequently the opening of the domestic market must be closely regulated to avoid national carriers suffocating under external pressure For this reason state intervention during the liberalisation process is crucial State intervention is also with regard to the protection of passengers The other major problem is the protection framework for passengers which is much too uncertain and burdensome In a sense it is detrimental to the domestic market and passengers Indeed there is no harmonisation of passenger compensation leading to contradictory judgments and possible high moral damages which hinders legal certainty for airlines Compared to the situation in the EU in Brazil airlines have a limited range of defences which are often dismissed by courts This book therefore critically analyses the policies and regulations in place by mainly comparing the Brazilian framework to the European one This choice has been motivated by the fact that European liberalisation is considered the best so far and as Brazil is starting this process much later it could benefit from the European experience This book will be of particular interest to scholars and practitioners interested in the Brazilian system *The Just Culture Principles in Aviation Law* Francesca Pellegrino, 2019-09-09 This book reviews and critically analyzes the current legal framework with regard to a more just culture for the aviation sector This new culture is intended to protect front line operators in particular controllers and pilots from legal action except in the case of willful misconduct or gross negligence by creating suitable laws regulations and standards In this regard it is essential to have an environment in which all incidents are reported moving away from fears of criminalization The approach taken until now has been to seek out human errors and identify the individuals responsible This punitive approach does not solve the problem because frequently the system itself is also at fault Introducing the framework of a just culture could ensure balanced accountability for both individuals and complex organizations responsible for improving safety Both aviation safety and justice administration would benefit from this carefully established equilibrium **Liberalization in Aviation** Hartmut Wolf, Peter Forsyth, David Gillen, Kai Hüschelrath, Hans-Martin Niemeier, 2016-05-06 The last few decades have witnessed substantial liberalization trends in various industries and countries Starting with the deregulation of the US airline industry in 1978 regulatory restructuring took place in further network industries such as telecommunications electricity or railways in various countries around the world Although most of the liberalization movements were initially triggered by the worrying performances of the respective regulatory frameworks increases in competition and corresponding improvements in allocative and productive efficiency were typically associated with the respective liberalization efforts From an academic perspective the transition from regulated industries to liberalized industries has attracted a substantial amount of research reflected in many books and research articles which can be distilled to three main questions 1 What are the forces that have given rise to regulatory reform 2 What is the structure of the regulatory change which has occurred to date and is likely to

occur in the immediate future 3 What have been the effects on industry efficiency prices and profits of the reforms which have occurred to date Liberalization in Aviation brings together renowned academics and practitioners from around the world to address all three questions and draw policy conclusions The book is divided into five sections in turn dealing with aspects of competition in various liberalized markets the emergence and growth of low cost carriers horizontal mergers and alliances infrastructures and concluding with economic assessments of liberalization steps so far and proposed steps in the future **ITF Round Tables Expanding Airport Capacity in Large Urban Areas** International Transport

Forum,2014-04-15 This report reviews international experience in reconciling planning and environmental constraints with demand for airport capacity and the potential benefits in terms of productivity and growth from developing international airline services Asia & Pacific Review ,1992 **Index of Economic Articles in Journals and Collective Volumes**

American Economic Association,1995 **The Economist** ,1995 **Facts on File Yearbook 1974** Lester A. Sobel,1975

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