List of Figures	p. vii
List of Tables	p. viii
Acknowledgements	p. xii
Introduction	p. 1
Extent and impact of deregulation	p. 3
Deregulation of domestic markets	p. 4
Deregulation of international markets	p. 8
Contrasting the two	p. 12
Impact in European domestic markets	p. 15
Liberalisation of the French domestic market	p. 16
Deregulation of the Spanish domestic market	p. 27
Competition in the Norwegian domestic market	p. 39
Concluding comments	p. 48
Impact in other regions' domestic markets	p. 53
Effects of liberalisation in the Brazilian domestic market	p. 53
Effects of liberalisation in the Canadian domestic market	p. 60
Effects of liberalisation in the Chinese domestic market	p. 67
Effects of liberalisation in the Indian domestic market	p. 72
Effects of liberalisation in South Africa	p. 79
Concluding comments	p. 83
Impact of low cost carriers in Europe	p. 87
Europe's charter sector	p. 87
Emergence of Europe's no-frills sector	p. 93
Impact of the no-frills carriers on scheduled markets	p. 97
Impact of the no-frills sector on traditional charter markets	p. 106
Differences in low cost airlines' operating costs	p. 113
Concluding comments	p. 119
Europethe world's first fully deregulated region	p. 123
Fare competition	p. 127
Air transport provision in remoter regions	p. 135
The PSO system	p. 135
Deciding an appropriate dividing line for subvention	p. 144
Access to slots at congested airports	p. 145
Competition on the North Atlantic	p. 149
Impact of "Open Skies"	p. 150
Transatlantic air fares	p. 155
Prospects for global deregulation	p. 159
The experience with partial ownership of foreign airlines	p. 161
Circumventing the airline ownership rules	p. 164
Concluding comments	p. 166
A new role for regulators	p. 167

Concluding comments p. 171
Index p. 175

Table of Contents provided by Blackwell's Book Services and R.R. Bowker. Used with permission.