The Uses Of The "Temporal-Fares-Offered Curve" In Air Transportation
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Abstract

The increasing use of Internet booking facilities provides analysts with a rich data source of the profile of airline fares offered for a particular service as the time of departure approaches – "temporal-fares-offered curves." This paper offers a critical assessment of this form of analysis. It also reviews the empirical work that has been done using this type of data and synthesizes the information and insights that it can provide on the operations of an airline market. The subjects covered range from pricing strategies of low-cost and legacy carriers under different degrees of competition, to the extent to which there is price leadership in markets, and to ways in which airlines determine fares-offered when their schedules mean that their own services effectively compete with each other.

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One way to stimulate public transport use is to make private car use more expensive and inconvenient. The introduction of tolls along urban motorways has been successfully employed in many cities. Vehicles are one of the main sources of urban air pollution. Some reports show the evidence that the amount of carbon dioxide emitted by private cars accounts for more than 60% of the total. As a result, this makes the global become warmer, which can give rise to disasters such as droughts, floods, and so on. According to the minister of the transportation, in Vietnam, the rate of casualty by cars is increasing considerably. To solve above challenges, some people say that the government should impose strict regulation on using cars. This report identifies six distinct markets for air travel. Specifically, it is observed that studies of the demand for air travel demand should distinguish among markets for: business and leisure travel; long-haul and short-haul travel; and international and North American long-haul travel. Accordingly, to examine the sensitivity of the demand for air travel to its price, separate estimates of the own-price elasticity of demand are gathered for each of these distinct markets. Since the availability of alternative modes of transportation that are reasonably close substitutes for air transport