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Airline Operations and Management: A Management Textbook is a survey of the airline industry, mostly from a managerial perspective. It integrates and applies the fundamentals of several management disciplines, particularly economics, operations, marketing and finance, in developing the overview of the industry. The focus is on tactical, rather than strategic, management that is specialized or unique to the airline industry. The primary audiences for this textbook are both senior and graduate students of airline management, but it should also be useful to entry and junior level airline managers and professionals seeking to expand their knowledge of the industry beyond their own functional area.

A history of weather forecasting, and an animated portrait of the nineteenth-century pioneers who made it possible By the 1800s, a century of feverish discovery had launched the major branches of science. Physics, chemistry, biology, geology, and astronomy made the natural world explicable through experiment, observation, and categorization. And yet one scientific field remained in its infancy. Despite millennia of observation, mankind still had no understanding of the forces behind the weather. A century after the death of Newton, the laws that governed the heavens were entirely unknown, and weather forecasting was the stuff of folklore and superstition. Peter Moore's The Weather Experiment is the account of a group of naturalists, engineers, and artists who conquered the elements. It describes their travels and experiments, their breakthroughs and bankruptcies, with picaresque vigor. It takes readers from Irish bogs to a thunderstorm in Guanabara Bay to the basket of a hydrogen balloon 8,500 feet over Paris. And it captures the particular bent of mind—combining the Romantic love of Nature and the Enlightenment love of Reason—that allowed humanity to finally decipher the skies.

Continental philosophy has entered a new period of ferment. The long deconstructionist era was followed with a period dominated by Deleuze, which has in turn evolved into a new situation still difficult to define. However, one common thread running through the new brand of continental positions is a renewed attention to materialist and realist options in philosophy. Among the leaders of the established generation, this new focus takes numerous forms. It might be hard to find many shared positions in the writings of Badiou, DeLanda, Laruelle, Latour, Stengers, and i ek, but what is missing from their positions is an obsession with the critique of written texts. All of them elaborate a positive ontology, despite the incompatibility of their results. Meanwhile, the new generation of continental thinkers is pushing these trends still further, as seen in currents ranging from transcendental materialism to the London-based speculative realism movement to new revivals of Derrida. As indicated by the title The Speculative Turn, the new currents of continental philosophy depart from the text-centered hermeneutic models of the past and engage in daring speculations about the nature of reality itself. This anthology assembles authors, of several generations and numerous nationalities, who will be at the centre of debate in continental philosophy for decades to come."

This volume reviews operations research theory, applications and practice in airline planning and operations. It examines the business and technical landscape, details best practices, and identifies open questions and areas for future research.

Profiles technology as an evolving international system with predictable trends, counseling readers on how to prepare themselves and future generations by anticipating and steering their choices toward developing needs.

New edition of a classic work on the history of propaganda. Topical new chapters on the 1991 Gulf War, September 11 and terrorism. An ideal textbook for all international courses covering media and communication studies. Considers the history of propaganda and how it has become increasingly pervasive due to access to ever-complex and versatile media. Written in an accessible style and format, this book has proven its appeal to the general reader as the public becomes more and more cynical of the manipulations of the political sphere.

Since the enactment of the Airline 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 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 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 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 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 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 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 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 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 Review article also available

The Next Step: Exponential Life presents essays on the potential of what are known as "exponential technologies"--those whose development is accelerating rapidly, such as robotics, artificial intelligence or industrial biology--considering their economic, social, environmental, ethical and even ontological implications. This book's premise is that humanity is at the beginning of a technological revolution that is evolving at a much faster pace than earlier ones--a revolution is so far-reaching it is destined to generate transformations we can only begin to imagine. Contributors include Aubrey D.N.J. de Grey, Jonathan Rossiter, Joseph A. Paradiso, Kevin Warwick, Huma Shah, Ramón López de Mántaras, Helen Papagiannis, Jay David Bolter, María Engberg, Robin Hanson, Stuart Russell, Darrell M. West, Francisco González, Chris Skinner, Steven Monroe Lipkin, S. Matthew Liao, James Giordano, Luciano Floridi, Seán Ó Héigeartaigh and Martin Rees.

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