

Heathrow. Although a planning application for a second runway at Stansted (the G2 Application) was submitted by BAA in 2009, delays and the possibility of a change in ownership resulting in work on G2 being put on hold in 2009 and the application was withdrawn in March 2010. In 2012 the Conservative Government set up the Airports Commission under Howard Davies to yet again look at airport capacity requirements in London and the South East. This resulted in a recommendation for a third north west Heathrow runway, which was announced by the government in October 2016. While this currently has parliamentary approval, it is still subject to a planning inquiry and potential legal challenge.

The book adeptly discusses some of the key themes that emerged during this complex and troubled path. These include the difficulties of forecasting future air traffic demand and the expected size of aircraft flow and the increasing

concern over environmental issues, particularly aircraft noise and air quality. There is some discussion of the climate change impacts of airport expansion, although this has only really emerged over the past 15 or so years. It will be interesting to see how UK airport policy, including that for the third Heathrow runway, might change as a result of the recent Government commitment to zero carbon emissions for aviation by 2050.

The book provides a well-researched history of UK airport planning and will be of interest to a broad range of readers involved in aviation, planning, politics and community involvement. It will become the standard reference book for this phase of the journey – but it will undoubtedly need updating in the years ahead!

**Peter A Forbes**

FRAeS

Director, Alan Stratford and Associates

## LOW-COST CARRIERS IN EMERGING COUNTRIES



By J Bowen

Elsevier, The Boulevard, Langford Lane, Kidlington, Oxford OX5 1GB, UK. 2019. vii; 271 pp. Illustrated. £95.95. ISBN 978-0-12-811393-6. [RAeS members can access an e-book edition of this title online via the National Aerospace Library's e-book service [www.aerosociety.com/ebooks](http://www.aerosociety.com/ebooks)]

Driven by a continuous stream of innovations and favourable conditions in the air transport industry, the low-cost sector has grown rapidly since the early 2000s, albeit to a varying degree of success in different regions. The key binding constraints for low-cost carriers (LCCs) development and the precondition for a functional air transport sector in emerging markets are well-documented. However, few books have taken a broad research approach, covering the micro- and macro-environments of LCCs in emerging markets from a historical and cross-regional perspective and documenting regional differences and variations in LCCs business models, peppered with real examples. A book such as *Low-Cost Carriers in Emerging Countries* is, therefore, a highly welcome addition

*Boeing 737-900ER PK-LHU of Indonesian low-cost carrier Lion Air at Singapore Changi Airport. Paul Spijkers.*

Overall, this book draws together the key issues in LCCs development in emerging markets that require the urgent attention of air transport stakeholders and policy-makers

to the literature covering LCCs. The book gives the reader a much-needed fresh analysis of the recent developments in the low-cost sector in developing countries, its implications for individual countries and a solid basis for understanding the on-going debate referring to the wider economic impacts of LCCs.

John Bowen begins with the characteristics of LCCs and their importance to developing countries and this comprises the first ten chapters of the book. The book then discusses the conditions that led to the emergence of LCCs in the United States and their diffusion in various parts of the globe. Some of the topics covered in the advanced chapters deal, in an original and effective way, with the pioneers of LCCs, aircraft technology, aeropolitics, market condition for LCCs, benchmarking of reforms, needs, opportunities and different issues facing the low-cost segment in various regions, LCCs penetration rate, airline position in the market and full-service network carrier responses to LCCs entry.

The last part of the book takes a look into the future of LCCs in emerging economies in terms of aeromobility aspirations, social and environmental issues, and includes such discussions as the potential effects of different carbon emissions mitigation policies and other government constraints on the low-cost sector.

Overall, this book draws together the key issues in LCCs development in emerging markets that require the urgent attention of air transport stakeholders and policy-makers.

**Dr Eric Tchouamou Njoya**

Senior Lecturer in Air Transport  
University of Huddersfield