

---

# Airline Management and Customer Experience an Empirical Study from Indian Aviation Sector

---

Sheikh Bilal\*

*\*Program Coordinator and Faculty, Tourism Program, Applied College, Jazan University, Kingdom of Saudi Arabia.*

*Corresponding Email: [sbilal@jazanu.edu.sa](mailto:sbilal@jazanu.edu.sa)*

**Received:** 01 August 2023    **Accepted:** 16 October 2023    **Published:** 02 December 2023

**Abstract:** *In a consumer-driven industry, airlines fight for customers. This study investigates Airline Management and customer experience to attract and retain consumers. Aviation client satisfaction and trip are also assessed. Airlines must stand out with inventive management in a crowded market. Digital management, loyalty programs, pricing, and branding are airline strategies. Understanding how airlines employ these tactics to stand out in a crowded business is crucial to customer acquisition. Any airline's success hinges on customer pleasure. This research explores how airlines affect booking-to-disembarking, focusing on customer service, in-flight experiences, and ground services. It examines how smartphone apps, self-service kiosks, and in-flight entertainment improve passenger experiences. Aviation customer experience assessment is difficult. On-time performance, cabin comfort, and service quality impact consumer happiness and loyalty, according to this study. It stresses data-driven decision-making and tailored service to customize user experiences. Airlines can enhance management and passenger experience using this study. In a competitive industry with fast technological change, airlines must understand management and customer experience. Airline management and customer experience are the focus of this study report. This study studies customer retention and the passenger journey to understand the airline industry's dynamic and customer-centric nature.*

**Keywords:** *Airport Facilities, Airline Management, Passengers, Service Quality.*

## 1. INTRODUCTION

Aviation relies on the dynamics Airline Management. In a competitive market, client retention is key. This article discusses airline management's passenger engagement and brand loyalty strategies (Yelton, 2004). As globalization and connectivity change traveller needs, airlines adapt. Brand recognition and differentiation are airline management goals (Mazumdar, 2020). Digital management, branding, pricing, loyalty programs, and



collaborations accomplish this (Chen et al., 2019). Digital management has changed airline audience targeting. Airlines increasingly employ social media, email management, and SEO to engage travellers and offer relevant information, discounts, and a simplified booking process (Brueckner & Zhang Anming, 2010). Branding is crucial to airline management. Airlines spend substantially on brand building to convey trust, dependability, and value. A reputable brand may make all the difference for travellers with options (Phillips et al., 2005). Airlines relies on pricing. Airline pricing must be competitive and profitable. Dynamic pricing, price bundling, and promotions boost revenue and passenger numbers (Shanmugam & Paul Robert, 2015).

Brand loyalty is built through passenger loyalty programs. These programs include lounge access, priority boarding, and miles for future travel.

Partnerships and alliances are another airline management strategy. To extend their services and destinations, airlines typically partner with other airlines or travel organizations (Zhou & Zhou, 2019).

In conclusion, airline management is complex and must adapt to the ever-changing aviation sector. Airlines must use many methods to attract and retain customers. Airlines link their passengers to the globe and make the sky more accessible through airline management (Bellizzi, dell'Olio, et al., 2020).

Management has always been crucial to recruiting and maintaining consumers in the airline sector, which is highly competitive (Hwang et al., 2023). The dynamic business, shifting customer expectations, and technical advances have driven airline management developments. Today's airline management tactics to engage passengers and generate brand loyalty will be examined in this article (Sadreddini, 2020).

### **Personalization: A Tailored Travel Experience**

One of the biggest airline management trends is customization. Data analytics and AI are helping airlines customize passenger experiences (Mayr & Zins, 2011). To make guests feel unique and valued, offers, seat selections, in-flight amenities, and post-flight messages are individualized (Bronsvort et al., 2015). Based on passenger choices, airlines may provide upgrades, promote trips, or give in-flight entertainment.

### **Sustainability: Green Management Takes Flight**

Airline management emphasizes sustainability in an age of environmental consciousness. Airlines are going green and advertising their sustainability (Schaar & Sherry, 2006). This might involve promoting fuel-efficient aircraft, carbon reduction, and environmental issues. Sustainable initiatives attract eco-conscious travellers and boost an airline's ethical reputation (Hall et al., 2013).

### **Content Management: Stories that Soar**

Content management is successful in airline management. Airlines are producing and distributing higher-quality content than traditional advertising (Forbes, 2008). Travel guides, location highlights, behind-the-scenes content, and user-generated content are examples



(Chang et al., 1997; Hesse, 2008). Airlines may inspire and enlighten potential travellers with useful information and compelling tales, keeping their brand in mind.

### **User-Generated Content (UGC): Harnessing Authenticity**

Airlines may now benefit greatly from user-generated content. Social media thrives on user-generated content, and airlines actively encourage passengers to post their own trip stories (Tsang et al., 2018). In addition to fostering a sense of belonging, this also has a persuasive effect on would-be tourists who read evaluations and suggestions written by other users. UGC (user-generated content) is frequently curated and shared by airlines to showcase the travel experience from the perspective of actual passengers (Khudhair et al., 2019).

### **Social Media Engagement: A Two-Way Dialogue**

Social media has transitioned from a purely promotional platform to an interactive two-way conversation for airlines. In addition to broadcasting news and offering discounts, airlines are now interacting with their clients on social media (Tsang et al., 2018). It is now expected that questions, complaints, and problems will be answered and resolved promptly on social media sites like Twitter and Facebook (Yajid et al., 2020). Using social media, airlines can have open conversations with their customers and earn their confidence.

### **Review of Literature**

#### **Influencer Management: Authentic Advocacy**

Travel influencers and bloggers are prominent airline management partners. Travel influencers' real and personal perspectives resonate with their loyal fans (Barbot, 2008). Airlines can reach more people and engage them by collaborating with brand-aligned influencers.

Airlines' management methods have changed significantly in recent decades. Current trends show the sector's adaptability to customer tastes and technology. In the digital era, airline management is about knowing consumers and communities (F.-H. Lee & Wu, 2011).

Airlines who follow these trends and communicate with consumers more personally and authentically are more likely to prosper in the highly competitive aviation sector. Airlines' management strategies will shape air travel as technology and customer expectations develop (Prymak et al., 2020).

Airlines must utilize several management methods to thrive in India. These factors may be affected by Indian market characteristics. Airline management in India has various benefits:

India's airlines use variable pricing to attract a wide spectrum of consumers. To attract budget-conscious travellers, provide appealing rates.

Transportation networks must be expanded and diversified. Tier 2 and 3 cities in India can connect to significant centers due to its size and population variety (Bellizzi, Eboli, et al., 2020). Advertisements for these new lines may attract passengers seeking convenience. Appreciating and understanding India's cultural and religious holidays is vital. Holidays allow airlines to launch limited-time promotions and targeted advertising (W. S. Lee et al., 2022).



Indians buy most airline tickets online. You must invest in a mobile-friendly website and app and optimize for mobile users. Airlines may employ internet and social media management to grow their consumer base. Airline management emphasizes customer service (Srisook & Panjakajornsak, 2018). Happy consumers spreading the word may boost a company's reputation and market share. Brand positioning: Airlines need a unique brand identity to distinguish out in today's congested air travel sector. Airlines may promote their safety or timeliness to attract passengers (Olorunniwo et al., 2006). Partnerships with other airlines and travel companies may boost a carrier's market share and client base (Chow, 2014). Common strategies include code-sharing and frequent-flier partnerships. Advertise in-flight entertainment, premium seats, and extra baggage allowances to increase revenue and passenger numbers. Airlines may attract eco-conscious consumers by emphasizing sustainability and eco-friendly practices (Parlar & Sharafali, 2008).

**Benefits of Effective Airline Management and Perceived Quality of Customers in India:**

**Increased Market Share:** Successful management can help airlines increase their market share by attracting more passengers, including both leisure and business travellers (Simonyan et al., 2022).

**Customer Loyalty:** Building a strong brand and providing excellent customer service can foster customer loyalty, leading to repeat business (Liu et al., 2017).

**Revenue Growth:** Effective management strategies, such as upselling ancillary services, can lead to increased revenue for airlines (Mizuno et al., 2020).

**Competitive Advantage:** Airlines that market themselves effectively can gain a competitive edge in a crowded market, helping them outperform rivals (Bellizzi et al., 2022; Bratlie, 1989).

**Route Expansion:** Airlines can use management to successfully launch and promote new routes, tapping into previously underserved markets (Ivaldi et al., 2012).

**Cost Efficiency:** Targeted management campaigns can reduce customer acquisition costs by reaching the right audience with the right message (Adler et al., 2015).

**Improved Reputation:** Positive management, especially around safety and customer service, can enhance an airline's reputation, leading to more trust among passengers (Brochado et al., 2023).

**Partnerships and Collaborations:** Management can facilitate alliances and partnerships with other carriers, increasing the range of destinations and services offered to customers (Abate, 2016).

In conclusion, effective airline management in India is a multifaceted effort that takes into account the unique characteristics of the Indian market. It involves a combination of pricing, branding, customer service, and strategic planning to attract and retain customers, ultimately leading to growth and success in the airline industry.

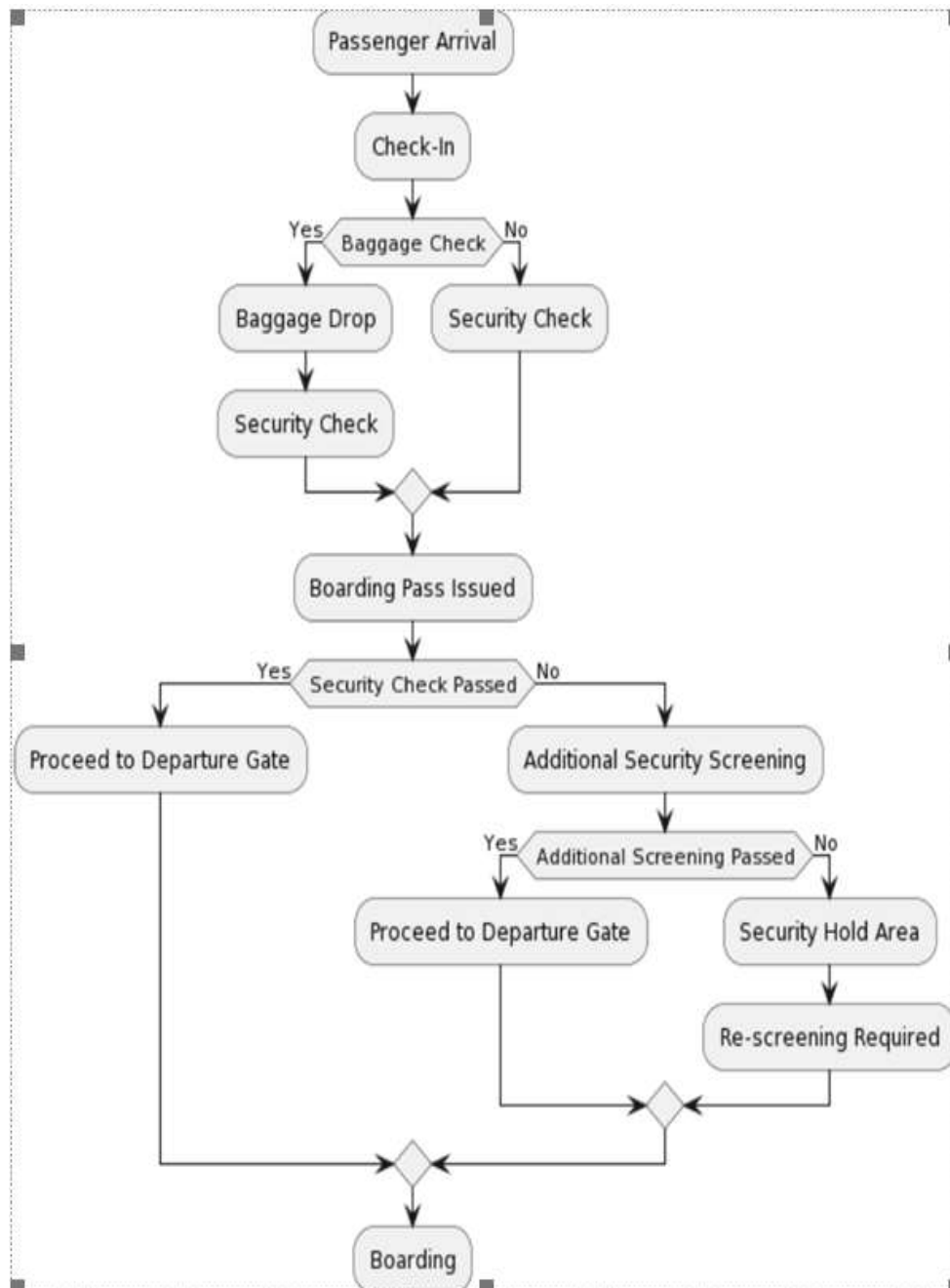
## **2. METHODOLOGY**

This study focuses on airport management and customers experience as well as feedback depending upon the availed services at one of the Indian airport known as Jolly Grant where initially 150 sample size was the target but only 141 valid responses were recorded and their statistical analysis was done in which demographic analysis was the focus area after

interviewing them. Questionnaire was designed on 5 point Likert scale from strongly disagreed to strongly agreed. Though further scope of the study leaves huge scope for the readers and researchers which were not be able to cover due to time constraints

### Model Specification

Fig:1 Model Airlines Services - Passenger Arrives At The Airport



Source: Created by Researcher

## Data Description

TABLE 1

Statistics					
		GENDER	AGE	EDUCATION	MONTHLY INCOME
N	Valid	141	141	141	141
	Missing	0	0	0	0
Mean		1.44	2.4326	2.4610	3.2624
Median		1.00	2.0000	2.0000	3.0000
Std. Deviation		.498	1.08434	1.06582	1.41242

TABLE 2

Gender					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	MALE	79	56.0	56.0	56.0
	FEMALE	62	44.0	44.0	100.0
	Total	141	100.0	100.0	

FIGURE 2

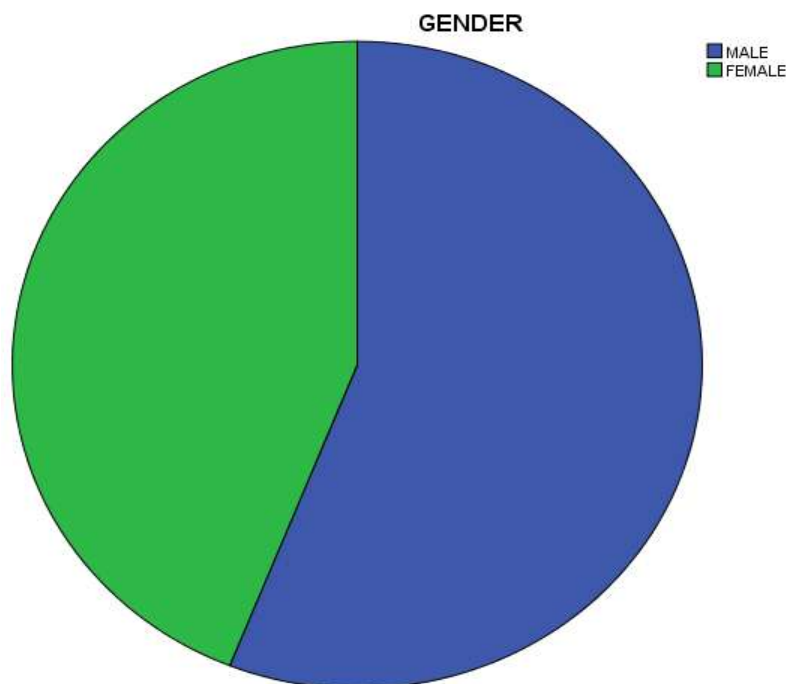


FIGURE 3





TABLE 3

AGE					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	16 TO 24	35	24.8	24.8	24.8
	25 TO 35	40	28.4	28.4	53.2
	36 TO 50	36	25.5	25.5	78.7
	> 50	30	21.3	21.3	100.0
	Total	141	100.0	100.0	

FIGURE 4

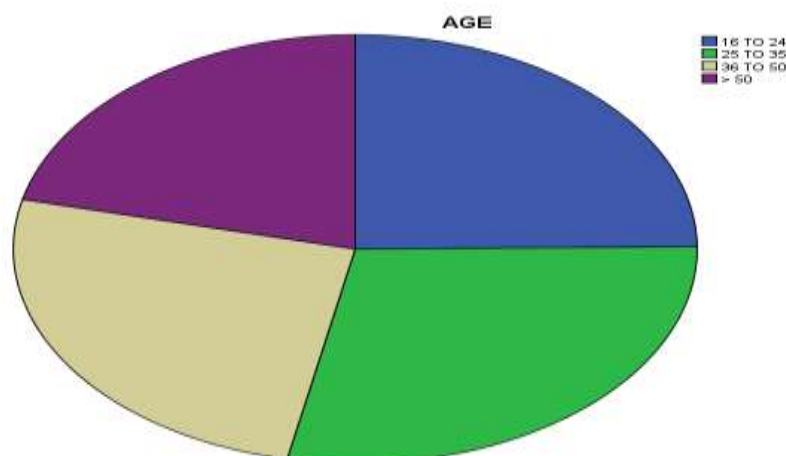


FIGURE 5

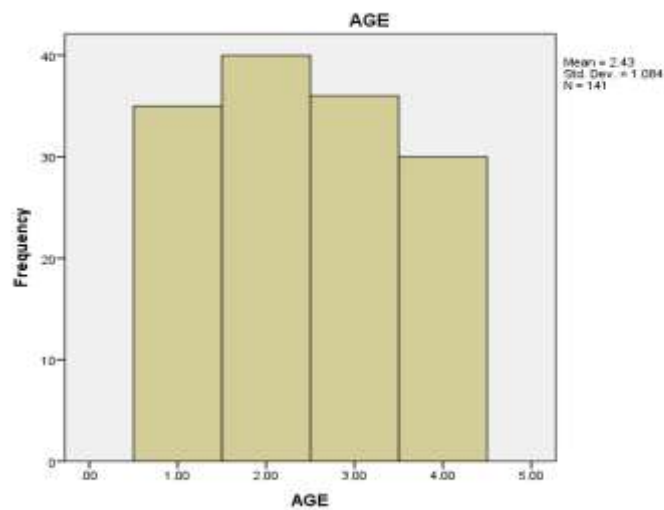
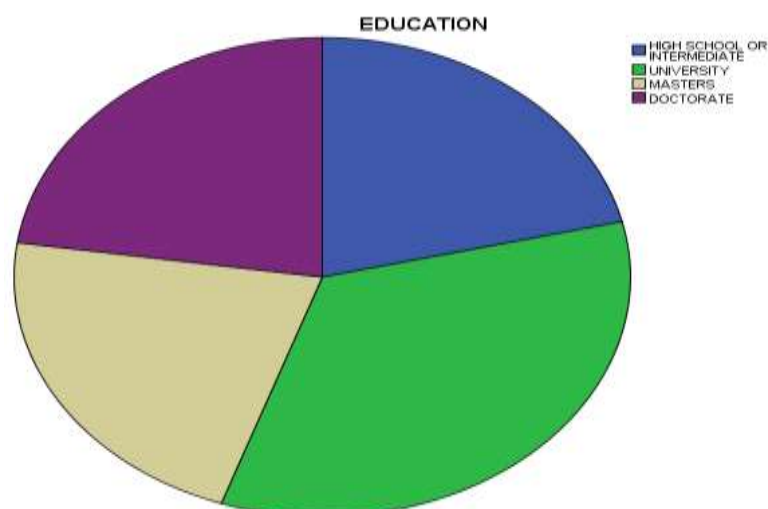


TABLE 4

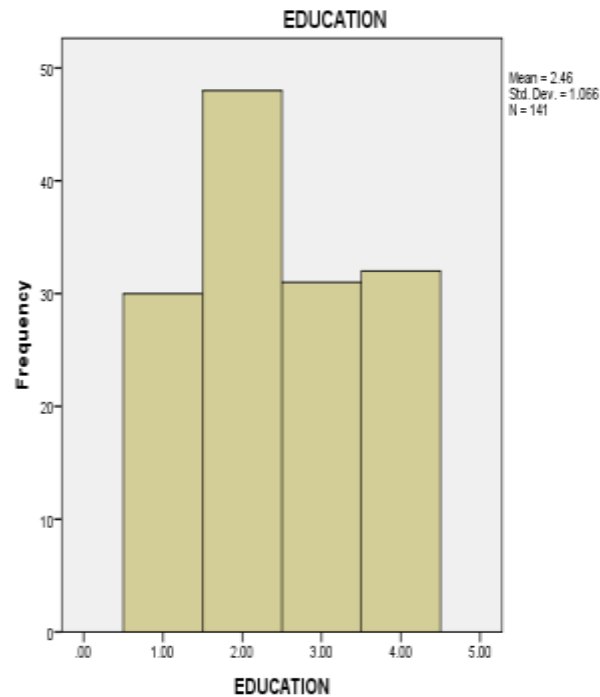
EDUCATION					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	HIGH SCHOOL OR INTERMEDIATE	30	21.3	21.3	21.3
	UNIVERSITY	48	34.0	34.0	55.3
	MASTERS	31	22.0	22.0	77.3
	DOCTORATE	32	22.7	22.7	100.0
	Total	141	100.0	100.0	

FIGURE 6





**FIGURE 7**



**TABLE 5**

MONTHLY INCOME					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	20000 – 30000	20	14.2	14.2	14.2
	30000 – 40000	28	19.9	19.9	34.0
	40000 – 60000	26	18.4	18.4	52.5
	60000 – 80000	29	20.6	20.6	73.0
	80000 or more	38	27.0	27.0	100.0
	Total	141	100.0	100.0	

**FIGURE 8**

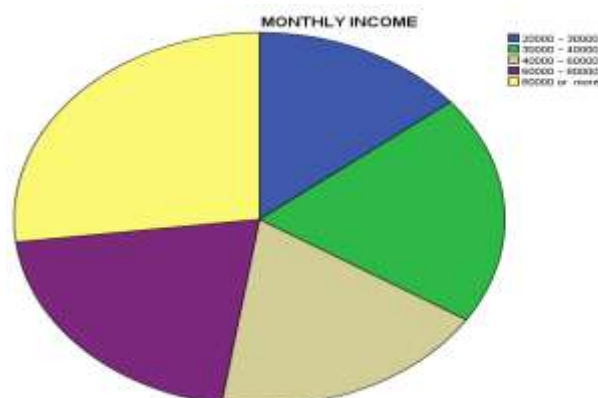


FIGURE 9

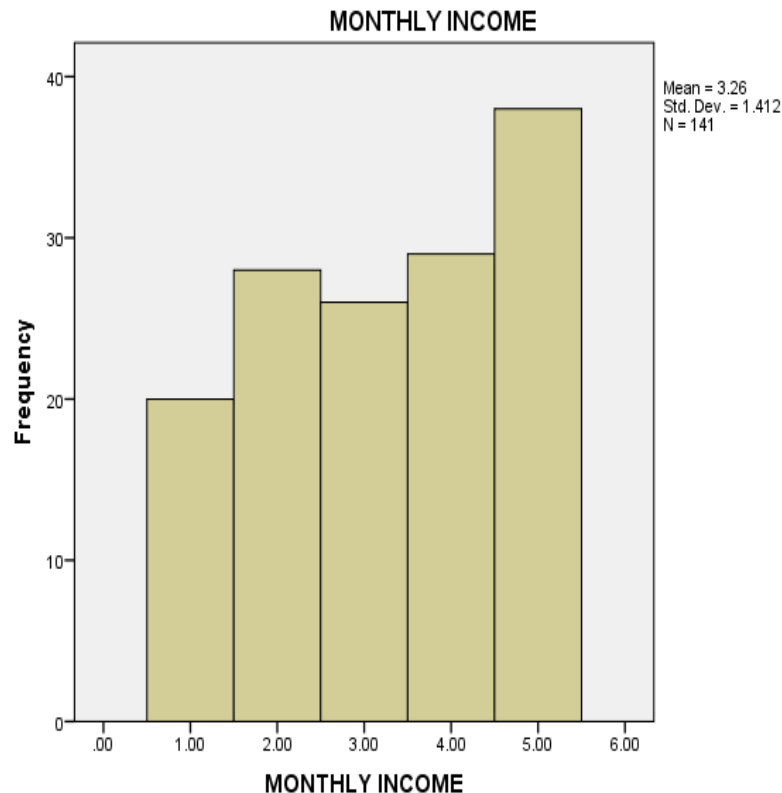


TABLE 6

Descriptive Statistics					
	N	Minimum	Maximum	Mean	Std. Deviation
<b>GENDER</b>	<b>141</b>	<b>1</b>	<b>2</b>	<b>1.44</b>	<b>.498</b>
<b>AGE</b>	<b>141</b>	<b>1.00</b>	<b>4.00</b>	<b>2.4326</b>	<b>1.08434</b>
<b>EDUCATION</b>	<b>141</b>	<b>1.00</b>	<b>4.00</b>	<b>2.4610</b>	<b>1.06582</b>
<b>MONTHLY INCOME</b>	<b>141</b>	<b>1.00</b>	<b>5.00</b>	<b>3.2624</b>	<b>1.41242</b>
<b>Valid N (list wise)</b>	<b>141</b>				

### 3. CONCLUSION

As mentioned above in the tables and figures, valid responses of 141 cases have been taken into account and their demographics such as gender, age, education, and monthly income have been taken. Airports, as a lively hub of commerce and transportation, frequently wield an economic influence bettering that of many nations. They are one of the essential constituents of the global connectivity network, contributing billions to the economy. However, their ever-accumulative passenger volumes can strain their ability to provide a unified and enjoyable terminal experience. Recognizing the paramount importance of customer



satisfaction, airports are driven to not only deliver top-notch service but also bolster their reputation.

To untangle the details of passenger satisfaction within airports, regression analysis is a potent tool but due to the time constraints only statistical trends have been used. Through this data-driven approach, one can discern the pivotal factors shaping service quality. Drawing from the wealth of data at Jolly Grant Airport, we can glean valuable insights.

Statistical analysis as per mentioned above in the tables and figures can uncover the multifaceted aspects that underpin passenger contentment. The patterns and correlations discerned in the data from Jolly Grant Airport illuminate the critical elements influencing the perception of customer service quality. Armed with these insights, airport management gains the ability to pinpoint areas for enhancement and allocate resources judiciously, thereby elevating the overall passenger experience. In the ever-evolving landscape of the airline industry, grappling with burgeoning passenger numbers and evolving traveller expectations, identifying the drivers of customer satisfaction is imperative. Airports must adapt to industry shifts and reorient their focus toward enhancing the customer experience.

The journey of regression analysis uncovers the core determinants of airport service quality that have the most profound impact on customer happiness. This quest for understanding is more than just an academic exercise; it's a blueprint for Jolly Grant Airport to refine its services and maintain its status as a world-class aviation hub. Through this analytical approach, the airport can calibrate its efforts to better serve the diverse needs and desires of its patrons, ensuring they not only depart from its terminals but also return with smiles and commendations, ultimately reinforcing its position on the global aviation stage.

### **Acknowledgement**

I appreciate Dr Syed Mohammad Faisal of Department of Management, Jazan University, who contributed to this airline management and customer experience research. His ideas have helped me understand how airlines compete and satisfy their customers.

### **4. REFERENCES**

1. Abate, M. (2016). Economic effects of air transport market liberalization in Africa. *Transportation Research Part A: Policy and Practice*, 92, 326–337. <https://doi.org/10.1016/j.tra.2016.06.014>
2. Adler, N., Hanany, E., & Proost, S. (2015). Managing change in european air traffic control provision. *Proceedings of the 11th USA/Europe Air Traffic Management Research and Development Seminar, ATM 2015*. <https://www.scopus.com/inward/record.uri?eid=2-s2.0-84944545690&partnerID=40&md5=ed01de2c0513607b3e4176e0cb0072e3>
3. Barbot, C. (2008). Can low cost carriers deter or accommodate entry? *Transportation Research Part E: Logistics and Transportation Review*, 44(5), 883–893. <https://doi.org/10.1016/j.tre.2007.07.010>
4. Bellizzi, M. G., dell'Olio, L., Eboli, L., Forciniti, C., & Mazzulla, G. (2020). Passengers' expectations on airlines' services: Design of a stated preference survey and preliminary outcomes. *Sustainability (Switzerland)*, 12(11).



- <https://doi.org/10.3390/su12114707>
5. Bellizzi, M. G., Eboli, L., & Mazzulla, G. (2020). An online survey for the quality assessment of airlines' services. *Research in Transportation Business and Management*, 37. <https://doi.org/10.1016/j.rtbm.2020.100515>
  6. Bellizzi, M. G., Eboli, L., Mazzulla, G., & Postorino, M. N. (2022). Classification trees for analysing highly educated people satisfaction with airlines' services. *Transport Policy*, 116, 199–211. <https://doi.org/10.1016/j.tranpol.2021.12.008>
  7. Bratlie, K. (1989). Airline development from the business perspective. *Tourism Management*, 10(3), 223–224. [https://doi.org/10.1016/0261-5177\(89\)90078-2](https://doi.org/10.1016/0261-5177(89)90078-2)
  8. Brochado, A., Duarte, M., & Mengyuan, Z. (2023). Passengers' Perceptions of Chinese Airlines' Service Quality: A Mixed Methods Analysis of User-generated Content. *Journal of China Tourism Research*, 19(3), 677–699. <https://doi.org/10.1080/19388160.2022.2122647>
  9. Bronsvort, J., Zissermann, P., Barry, S., & McDonald, G. (2015). A framework for assessing and managing the impact of ansp actions on flight efficiency. *Proceedings of the 11th USA/Europe Air Traffic Management Research and Development Seminar, ATM 2015*. <https://doi.org/10.2514/atcq.23.1.29>
  10. Brueckner, J. K., & Zhang Anming, A. (2010). Airline emission charges: Effects on airfares, service quality, and aircraft design. *Transportation Research Part B: Methodological*, 44(8–9), 960–971. <https://doi.org/10.1016/j.trb.2010.02.006>
  11. Chang, Z. Y., Yeong, W. Y., & Loh, L. (1997). Critical success factors for inflight catering services: Singapore Airport Terminal Services' practices as management benchmarks. *TQM Magazine*, 9(4), 255–259. <https://doi.org/10.1108/09544789710181862>
  12. Chen, L., Li, Y.-Q., & Liu, C.-H. (2019). How airline service quality determines the quantity of repurchase intention - Mediate and moderate effects of brand quality and perceived value. *Journal of Air Transport Management*, 75, 185–197. <https://doi.org/10.1016/j.jairtraman.2018.11.002>
  13. Chow, C. K. W. (2014). Customer satisfaction and service quality in the Chinese airline industry. *Journal of Air Transport Management*, 35, 102–107. <https://doi.org/10.1016/j.jairtraman.2013.11.013>
  14. Forbes, S. J. (2008). The effect of service quality and expectations on customer complaints. *Journal of Industrial Economics*, 56(1), 190–213. <https://doi.org/10.1111/j.1467-6451.2008.00338.x>
  15. Hall, A., Mayer, T., Wuggetzer, I., & Childs, P. R. N. (2013). Future aircraft cabins and design thinking: optimisation vs. win-win scenarios. *Propulsion and Power Research*, 2(2), 85–95. <https://doi.org/10.1016/j.jprr.2013.04.001>
  16. Hesse, J. M. (2008). New terminal area at the Madrid Barajas Airport. *Revista de Obras Publicas*, 155(3484), 20–55. <https://www.scopus.com/inward/record.uri?eid=2-s2.0-38949124413&partnerID=40&md5=62e60ab29482ba536266c6b9aab2b0ed>
  17. Hwang, J., Kim, J. J., Choe, J. Y. J., & Kim, H. M. (2023). The importance of information quality according to the type of employee in the airline industry: Robot versus human. *International Journal of Hospitality Management*, 114. <https://doi.org/10.1016/j.ijhm.2023.103537>
  18. Ivaldi, M., Sokullu, S., & Toru, T. (2012). Are airports two-sided platforms?: A

- methodological approach. In *Advances in Airline Economics* (Vol. 3, pp. 213–232). Emerald Group Publishing Ltd. [https://doi.org/10.1108/S2212-1609\(2011\)0000003012](https://doi.org/10.1108/S2212-1609(2011)0000003012)
19. Khudhair, H. Y., Jusoh, A., Mardani, A., Nor, K. M., & Streimikiene, D. (2019). Review of scoping studies on service quality, customer satisfaction and customer loyalty in the airline industry. *Contemporary Economics*, 13(4), 375–387. <https://doi.org/10.5709/ce.1897-9254.320>
  20. Lee, F.-H., & Wu, W.-Y. (2011). Moderating effects of technology acceptance perspectives on e-service quality formation: Evidence from airline websites in Taiwan. *Expert Systems with Applications*, 38(6), 7766–7773. <https://doi.org/10.1016/j.eswa.2010.12.131>
  21. Lee, W. S., Tang, R., Moon, J., & Song, M. (2022). The structural relationship between a low-cost carrier's service experience, corporate social responsibility, brand love, and reuse intention: The case of Southwest Airlines. *Journal of Air Transport Management*, 102. <https://doi.org/10.1016/j.jairtraman.2022.102216>
  22. Liu, G., Li, Y., Zhang, Z.-L., Luo, J., & Zhang, F. (2017). CityLines: Hybrid Hub-and-Spoke Urban Transit System. In R. S., H. E., T. R., N. S., T. G., & T. G. (Eds.), *GIS: Proceedings of the ACM International Symposium on Advances in Geographic Information Systems* (Vols. 2017-Novem). Association for Computing Machinery. <https://doi.org/10.1145/3139958.3139995>
  23. Mayr, T., & Zins, A. H. (2011). Correcting for response style effects on service quality measures. *Tourism Analysis*, 16(4), 461–470. <https://doi.org/10.3727/108354211X13149079789016>
  24. Mazumdar, T. (2020). Pricing Of Products & Services. In *Pricing Of Products & Services*. World Scientific Publishing Co. Pte. Ltd. <https://doi.org/10.1142/11381>
  25. Mizuno, S., Ohba, H., & Ito, K. (2020). Analysis of critical factors of aircraft operations' efficiency. *Journal of Japan Industrial Management Association*, 70(4E), 211–221. <https://doi.org/10.11221/jima.70.211>
  26. Olorunniwo, F., Hsu, M. K., & Udo, G. J. (2006). Service quality, customer satisfaction, and behavioral intentions in the service factory. *Journal of Services Management*, 20(1), 59–72. <https://doi.org/10.1108/08876040610646581>
  27. Parlar, M., & Sharafali, M. (2008). Dynamic allocation of airline check-in counters: A queueing optimization approach. *Management Science*, 54(8), 1410–1424. <https://doi.org/10.1287/mnsc.1070.0842>
  28. Phillips, O. R., Weatherford, L. R., Mason, C. F., & Kuncze, M. (2005). Passenger leaks and the fate of small community air service. *Economic Inquiry*, 43(4), 785–794. <https://doi.org/10.1093/ei/cbi055>
  29. Prymak, T., Ivchenko, L., Pohuda, N., Levchenko, V., & Trynchuk, V. (2020). The peculiarities of establishing the charter air transportation: European experience in Ukraine. *Innovative Management*, 16(1), 43–56. [https://doi.org/10.21511/im.16\(1\).2020.05](https://doi.org/10.21511/im.16(1).2020.05)
  30. Sadreddini, Z. (2020). A Novel Cancellation Protection Service in Online Reservation System. *IEEE Access*, 8, 129094–129107. <https://doi.org/10.1109/ACCESS.2020.3009061>
  31. Schaar, D., & Sherry, L. (2006). Performance of the air transportation system for the Atlanta - Chicago - O'hare route. *AIAA/IEEE Digital Avionics Systems Conference -*



- Proceedings. <https://doi.org/10.1109/DASC.2006.313666>
32. Shanmugam, A., & Paul Robert, T. (2015). Ranking of aircraft maintenance organization based on human factor performance. *Computers and Industrial Engineering*, 88, 410–416. <https://doi.org/10.1016/j.cie.2015.07.017>
  33. Engineering, 88, 410–416. <https://doi.org/10.1016/j.cie.2015.07.017>
  34. Simonyan, T. V, Kravtsov, S. V, Ivanova, E. A., & Platonova, T. K. (2022). Transformation of Business Models of Aviation Industry as Precondition for Overcoming the Crisis. In S. D.B., P. V.I., B. A.T., S. V.V., & S. D.B. (Eds.), *Smart Innovation, Systems and Technologies* (Vol. 275, pp. 465–474). Springer Science and Business Media Deutschland GmbH. [https://doi.org/10.1007/978-981-16-8829-4\\_43](https://doi.org/10.1007/978-981-16-8829-4_43)
  35. Srisook, P., & Panjakajornsak, V. (2018). Thailand's low-cost carrier airline industry: Is the services management mix the elixir for economic growth and prosperity? *Asia-Pacific Social Science Review*, 18(2), 65–79.
  36. <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85063237318&partnerID=40&md5=dd269635a5cdcb81b641baa7f4dbf726>
  37. Tsang, S., Masiero, L., & Schuckert, M. (2018). Investigating air passengers' acceptance level of unruly in-flight behavior. *Tourism Analysis*, 23(1), 31–43. <https://doi.org/10.3727/108354218X15143857349477>
  38. Yajid, M. S. A., Shukri, S. M., & Tham, J. (2020). An analysis of the consumer's price and service quality preferences: A case of airline industry in Malaysia. *Systematic Reviews in Pharmacy*, 11(1), 808–816. <https://doi.org/10.5530/srp.2020.1.103>
  39. Yelton, R. (2004). Concrete recycling takes off: The renewal of Denver's Stapleton Airport showcases concrete's place as a sustainable material. *Concrete Producer*, 22(9), 28–31. <https://www.scopus.com/inward/record.uri?eid=2-s2.0-4344594986&partnerID=40&md5=bd917ffc20c8ff66dad29871df43b603>
  40. Zhou, H., & Zhou, S. (2019). Pricing strategy of multi-oligopoly airlines based on service quality. *PLoS ONE*, 14(6). <https://doi.org/10.1371/journal.pone.0216651>