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A comprehensive list of the GDS formats taught in the VIASINC Abacus, Amadeus, Apollo, Galileo, Sabre and Worldspan GDS Training Programs. Formats are organized by course and lesson. Each format and variation is listed, along with a short description of the function. When appropriate, lists of modifiers are included. This book can also be used as an on-the-job reference tool.

The original "final edition" of the Apollo 11 flight plan, restored and reprinted for the 50th Anniversary of the moon landing that took place in 1969.

How human pilots and automated systems worked together to achieve the ultimate in flight—the lunar landings of NASA's Apollo program. As Apollo 11's Lunar Module descended toward the moon under automatic control, a program alarm in the guidance computer's software nearly caused a mission abort. Neil Armstrong responded by switching off the automatic mode and taking direct control. He stopped monitoring the computer and began flying the spacecraft, relying on skill to land it and earning praise for a triumph of human over machine. In *Digital Apollo*, engineer-historian David Mindell takes this famous moment as a starting point for an exploration of the relationship between humans and computers in the Apollo program. In each of the six Apollo landings, the astronaut in command seized control from the computer and landed with his hand on the stick. Mindell recounts the story of astronauts' desire to control their spacecraft in parallel with the history of the Apollo Guidance Computer. From the early days of aviation through the birth of spaceflight, test pilots and astronauts sought to be more than “spam in a can” despite the automatic controls, digital computers, and software developed by engineers. *Digital Apollo* examines the design and execution of each of the six Apollo moon landings, drawing on transcripts and data telemetry from the flights, astronaut interviews, and NASA's extensive archives. Mindell's exploration of how human pilots and automated systems worked together to achieve the ultimate in flight—a lunar landing—traces and reframes the debate over the future of humans and automation in space. The results have implications for any venture in which human roles seem threatened by automated systems, whether it is the work at our desktops or the future of exploration.

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

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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

This is the first text that has been developed specifically to examine what revenue managers in the hospitality industry must know and do to be successful. Numerous cases and practical examples are used to illustrate revenue management concepts. Chapter ending questions and problems help them perform the calculations and practice the decision-making skills that are used in the field. RM in Action shows how the revenue management principles can be clearly illustrated using real-world examples reported in various news outlets. RM on the Web offers sites listed on the Internet to provide supplemental information about a topic or issue. Revenue managers will then gain hands-on skills to effectively manage their inventories and prices.

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