

Strategic Airport Planning

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PREFACE

The aim of the book is to identify the strengths and weaknesses of past strategic planning of airport systems, and to attempt to provide guidance on how the concept of strategic system planning can be used to advantage in the future. It is an attempt to return to the ground which was so well covered some 20 years ago by Richard de Neufville in his book: “Airport System Planning”. The need to update and extend this work, as well as the challenge in doing so, arise from the subsequent changes in the structure of the air transport industry and the contexts within which it must work. The industry is increasingly becoming liberalised, privatised and globalised. However, the intended competition is sometimes seriously constrained by lack of physical and environmental capacity or by the economic forces that shape the behaviour of the operators. At the same time, the planning context is becoming more sensitive to sustainability issues and to calls for integrated transport solutions to address increasing levels of congestion.

The need for a strategic systems view has never been greater, as entrepreneurial stakeholders attempt to create and take advantage of their own comparative advantages. Those in government need to understand the system behaviour and the extent to which it may be necessary to intervene in the provision of facilities, and how air transport may best be fitted into other transport policies. Equally, the entrepreneurs need to understand what their natural roles may be and what they would need to do to move away from those roles.

The content of the book stems from studying past attempts to prepare national and regional strategic system plans in a variety of contexts, as well as from noting the lack of a systems context in many individual airport master planning studies. The ideas presented in this book have been honed by discussions with colleagues and students on postgraduate and short courses in Berkeley, Loughborough and ITA in Brazil, as well as numerous professional colleagues throughout the aviation industry, though all responsibility for these ideas rests with the authors. Among those at Loughborough who have influenced the work are Norman Ashford, David Gillingwater, Lloyd Jenkinson and David Pitfield. Colleagues at Berkeley whose work and ideas have shaped the thinking in this book include David Gillen, Mark Hansen and Adib Kanafani. Thanks go to them, to Henrique Gennari whose PhD helped to structure some of the strategic planning ideas, to Darren Rhodes for his PhD work on an integrated aircraft design model, and to all others whose work has been relevant, whether it is attributed in the text or has trickled into our consciousness in a less formal way. Thanks also to Mary Ashworth who compiled and formatted the text. Finally, thanks to those whose lives have been so disrupted by the prolonged production of the text, namely Anna Caves and Katie Korzun, without whose tolerance and good humour the task would never have been completed.