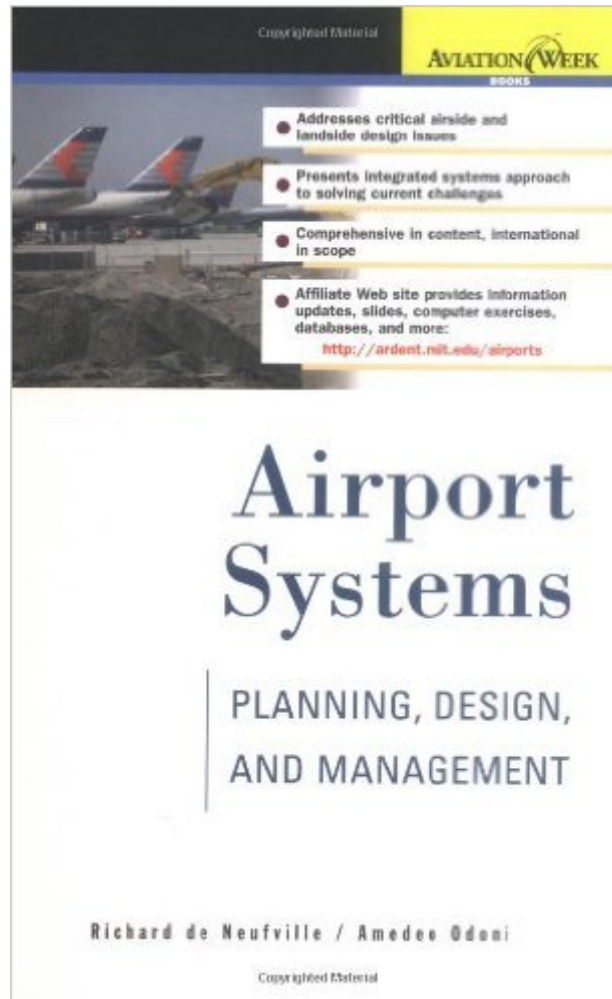


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# Airport Systems: Planning, Design, And Management



## Synopsis

\* The new standard on airport systems planning, design, and management \* Provides solutions to the most pressing airport concerns: expansion, traffic, environment, additions, etc. \* Full coverage of computer-based tools and methodology \* Additional reports and updates available via authors' website

## Book Information

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## Customer Reviews

When two airport experts at MIT get together to produce a textbook, expectations naturally run high. Professors Odoni and de Neufville are no strangers to the team approach, as they co-teach that university's leading airport course. The resulting book reflects their classroom approach: It is comprehensive, methodological, and takes a scientific approach to airport planning. Like their course, the book is also superbly done. In the process, as often happens when science rules over instinct, many myths are shattered and common errors explained. The only drawback is that to fully enjoy the book, a solid mathematical foundation is required. For those who are math averse, however, there is still plenty to learn. The authors have taken on many challenges in the way the textbook is structured, and successfully so. The textbook is modular, so that chapters are organized into logically separated topics that can serve as stand-alone references. Occasionally, this leads to repetition, but it greatly enhances the book's value as a reference. The authors very nicely combine

U.S. and international content. The text spells out when U.S. and international standards are the same and when they differ. It also attempts to explain many of the differences. One of the core areas of expertise presented in the book is capacity and delay. This is broken down into the topics of capacity, delay, demand management (both administrative and economic), and air traffic control (Chapters 10 through 13). This is supplemented by additional reference material, for example in the areas of queuing theory and on how to define the design peak hour for passenger terminal planning. All in all, roughly a quarter of the book focuses on capacity and delay.

Professors de Neufville and Odoni use real world examples to show the changing context of airport planning and design. No longer limited to technical aspects, airport planners and designers must cultivate new and critical thinking on such issues as profitability, revenues, and users services. Influences such as airline deregulation, airport and airline privatization, a global airport industry, and advance technology require this new approach. Based on their teaching at MIT and consulting experience with airports and civil aviation organizations worldwide they provide knowledgeable guidance to a wide audience. To airport consultants and officials in aviation organization the book provides a wealth of knowledge on all aspects of airport planning, design, and management. It cautions that typical master plans are too static and point out the shortcomings of forecasts, supported by examples of economically inefficient and premature over developments. To avoid costly investment mistakes they recommend "dynamic strategic planning" in the deregulated environment, where privatized airports and airlines compete and shift their bases. To city and regional planners it provides valuable guidance for making informed decisions regarding the fiscal and environmental implications of airport development projects in their communities. For airport operators and airlines, chapters on organization and financing, user charges, and cash flow analysis provide insightful guidance. The authors show how to analyze interactions among traffic operations, airline schedules, and configuration and design of airfield and passenger buildings. The concepts of shared facilities and alternate gate operations are also analyzed.

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