Abstract Title:

Multi-scalar approach to air transport: A perspective for Europe, Spain and Barcelona

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Abstract:

This paper presents the preliminary results of a PhD dissertation, which deals with the existing multi-scalar tensions in air transportation. Many of the contributions to the analysis of air transport from economics, engineering, architecture and also geography have been developed in a quite sectorial or thematic way. It is very important to analyze this complex topic from a more comprehensive perspective which has been neglected in the current research. This dissertation tries to fill this gap by developing an inclusive framework for the analysis of air transport strategies (including airline networks, airport developments and management, airport embeddedness in the region and environmental issues). In this research, a three level analysis are carried out: macro-scale (airline network connectivity and seat capacity distribution), meso-scale (airport regions) and local-scale (noise conflicts management). Each of these levels is analyzed independently and, also, in relation to the others, since changes in the macro scale will affect the meso- and the local-scale, and vice versa. This research looks for overcoming the tendency of single-theory perspectives by putting forward a heterodox theoretical framework fed from several theoretical approaches: critical economic geography, relational economic geography, evolutionary economics, airline economics, network theory, psychology and engineering. The thesis is built upon the cases of Europe, Spain and Barcelona, but the analysis can be extrapolated to other regions. Preliminary results show the need to advance towards a more relational and evolutionary perspective in air transport policies and management.

Keywords:

transport, network, airport, Spain