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DESCRIPTION. Salter, Mark B. is the author of 'Politics at the Airport', published 2008 under ISBN 9780816650156 and ISBN 0816650152.

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The book presents an overview of the operations of a major commercial airport, much of which is still applicable over 50 years later. Several major and minor characters appear, illustrating the vast complexity of the airport and its operations, including customs officers, lawyers, airport police, doctors, clerks, snow clearers, et al.

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Airport (novel) - Wikipedia

Politics at the Airport. edited by Mark B. Salter contributions by Peter Adey, Colin J. Bennett and Gillian Fuller. University of Minnesota Press, 2008 Paper: 978-0-8166-5015-6 | Cloth: 978-0-8166-5014-9 Library of Congress Classification HE9797.4.S4P65 2008 ... Toggle navigation A SCHOLARLY BOOK REPOSITORY ...

Politics at the Airport (9780816650156): Mark B. Salter ...

Atatürk Airport: 1991–2019: 27 years (exact dates unknown) Ran away from family problems and worked at the airport for a while. Eventually became sick, and could not work anymore, but decided to keep living at the airport. Airport closed for commercial passenger travel in 2019, so he had to leave. Now lives in Sabiha

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Gökçen Airport.

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The massive expansion of global aviation, its insatiable demand for

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airport capacity and its growing contribution to carbon emissions make it a critical societal problem. Alongside traditional concerns about noise and air pollution, airport politics has been connected to the problems of climate change and peak oil. Yet it is still thought to be a driver of economic growth and connectivity in an increasingly mobile world. The politics of airport expansion in the United Kingdom provides the first in-depth analysis of the protest campaigns and policymaking practices that have marked British aviation since the construction of Heathrow Airport. Grounded in documentary analysis, interviews and policy texts, it constructs and employs poststructuralist policy analysis to chart rival groups and movements seeking to shape public policy. This book will appeal to people interested in the history of aviation and airports in Britain, local campaigns and environmental protests, and the politics of

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climate change.

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John F. Kennedy International Airport is one of New York City's most successful and influential redevelopment projects. Built and defined by outsize personalities—Mayor Fiorello La Guardia, famed

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urban planner Robert Moses, and Port Authority Executive Director Austin Tobin among them—JFK was fantastically expensive and unprecedented in its scale. By the late 1940s, once-polluted marshlands had become home to one of the world's busiest and most advanced airfields. Almost from the start, however, environmental activists in surrounding neighborhoods and suburbs clashed with the Port Authority. These fierce battles in the long term restricted growth and, compounded by lackluster management and planning, diminished JFK's status and reputation. Yet the airport remained a key contributor to metropolitan vitality: New Yorkers bound for adventure and business still boarded planes headed to distant corners of the globe, billions of tourists and immigrants came and went, and mammoth air cargo facilities bolstered the region's commerce. In *The Metropolitan Airport*,



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Nicholas Dagen Bloom chronicles the untold story of JFK International's complicated and turbulent relationship with the New York City metropolitan region. In spite of its reputation for snarled traffic, epic delays, endless construction, and abrasive employees, the airport was a key player in shifting patterns of labor, transportation, and residence; the airport both encouraged and benefited from the dispersion of population and economic activity to the outer boroughs and suburbs. As Bloom shows, airports like JFK are vibrant parts of their cities and powerfully influence urban development. *The Metropolitan Airport* is an indispensable book for those who wish to understand the revolutionary impact of airports on the modern American city.

The international Catholic weekly.

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