



# Environmental, Geographic, and Economic Aspects of Airport Planning and Expansion: A Case Study of John-Wayne Airport Irvine, California

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## 1. Introduction

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## 1. Introduction

### Topic:

Investigation of John-Wayne Airport, Irvine CA, USA: focus on geographical, economic and environmental issues

further: outlook on my final examination

comparison of American and European/German environmental management of John-Wayne Airport and Schönefeld Airport, Berlin, Germany

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## 1. Introduction

### Motivation:

- John-Wayne and Schönefeld Airport are both
  - ⇒ non-international
  - ⇒ increasing passenger and cargo volume
  - ⇒ expanding plans
  - ⇒ restrictions and conflicts
  - ⇒ influence development of airport surrounding/economic system

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## 2. Background and framework

- Increase of air traffic (volume, people, commodities) and international/global exchange
  - ⇒ effect on airports
  - ⇒ effect on local/regional economics and development
  
- Airports and air traffic as well as environmental politics and management are important topics
  - ⇒ economic (job creation, development of industries belonging to airport surrounding)
  - ⇒ political (airport runners, neighbours, laws, e. g.)
  - ⇒ development of a region



## 3. Question

- How do environmental issues influence decisions regarding airport business?
  
- How do environmental, geographic (spatial), and economic influences interact when airport authorities seek to expand their services?
  
- Is there a project (current, finished) where environmental management is/has been used? For example: Extension of airport.
  
- Is there a “best practise” solution, that maybe is able to be transferred to other regions?
  
- Consequences of airport extension/non-extension



## 4. Structure

Introduction

Comment on question

Explanation terms:

Environmental management/politics. Short description of evolution of environmental management, connection of environmental management and geography

Environmental system of USA/California

Environmental management/-system at John-Wayne Airport, Irvine

Conclusion

outlook final examination:  
comparison John-Wayne Airport, Irvine and Schönefeld Airport, Berlin



## 5. Theoretical background

• Geography and environmental science belong together, because “their nature”, same roots

• Airport influences: location, region, economics, development

• Conflicts: airport runner, neighbours, political interests, economical interests, environment

⇒ Connection geography and environmental management

Geography	Environmental science
Atmosphere Land surface Oceans Economics “Human acting”	Protection Preservation Solving conflicts



### 5. Theoretical background

Three theses about environmental management/diffusion

- **Stakeholder-Approach**  
(investigation at: lobby, economic groups, NGOs e. g. retaliated to airport)
- **Institutional Isomorphism**  
(adjustment of different (management) systems)
- **“Club commodities”**

(Petermanns Geographische Mitteilungen, 148, 2004/4. Seite 56 ff.)



### 6. Methodology

Theoretical Part	Empirical Part
<ul style="list-style-type: none"> <li>- Review of Literature</li> <li>- Question</li> <li>- Form/Questionnaire</li> </ul>	
	<ul style="list-style-type: none"> <li>- <b>Data collection</b> Interviewing experts Investigation of Airport/influence/surrounding e.g.</li> </ul>
<ul style="list-style-type: none"> <li>- Evaluation</li> <li>- Representation of results</li> <li>- Conclusion</li> </ul>	



### 7. Expected results

- **Wide influence of stakeholders, which may be able to avoid expansion of John-Wayne Airport.**  
⇒ Relocation of airport business. Effects (pos./neg.) on local economic system.
- **Compromise/agreement**  
⇒ expanding of airport business, positive effects on economics, environmentally compatible
- **Different system of environmental politics/management USA and Germany**  
⇒ USA: “economically driven”. Germany: “politically driven”.



**Thank you for your attention!**



**Critics, opinions, ideas e. g.**