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""2.5.3.3 Cost of input factors""; ""2.5.3.4 Technology""; ""2.5.3.5 Management""; ""2.5.3.6 Capacity constraints""; ""2.5.3.7 Fares""; ""2.5.4 Economic Regulation""  
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 ""5 Runway Strips and Other Areas""""5.1 Runway Strips""; ""5.2 Clearways""; ""5.3 Runway End Safety Areas""; ""6 Taxiways""; ""6.1 Functional Criteria and Taxiway System Design""; ""6.2 Rapid Exit Taxiways""; ""6.3 Taxiway Separations""; ""6.4 Taxiway Geometry""; ""7 Aprons""; ""7.1 Apron Requirements""; ""7.2 Apron Sizing""; ""7.3 Apron Location""; ""7.4 Apron Concepts""; ""7.4.1 Simple Concept""; ""7.4.2 Linear Concept""; ""7.4.3 Open Concept""; ""7.4.4 Pier Concept""; ""7.4.5 Satellite Concept""; ""7.4.6 Hybrid Concept""; ""7.5 Stand Types""; ""7.6 Apron Capacity""  
 ""7.7 Isolated Aircraft Parking Position""""8 Pavements""; ""8.1 Background""; ""8.2 Pavement Types""; ""8.2.1 Unpaved Movement Areas""; ""8.2.2 Pavements""; ""8.2.2.1 Use of hard surface pavements""; ""8.2.2.1.1 Subgrade""; ""8.2.2.1.2 Sub-base""; ""8.2.2.1.3 Bearing course/base course""; ""8.2.2.2 Flexible (asphalt) pavements""; ""8.2.2.3 Rigid (concrete) pavements""; ""8.2.2.4 Combined pavements""; ""8.2.2.5 Block paving""; ""8.3 Pavement Strength""; ""8.3.1 Pavements-Aircraft Loads""; ""8.3.2 Pavement Strength Reporting""; ""8.3.3 Overload Operations""; ""8.4 Runway Surface""  
 ""8.4.1 Runway Surface Quality Requirements""

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## Sommario/riassunto

Airport design and operation are always closely related. A poor design affects the airport operations, resulting in increased costs, and a sound understanding of operation is needed to enable good design. The aim of this third edition is to present an updated and integrated approach to the two. The chapters have been enhanced to reflect changes in technology and the way the air transport industry functions. Key topics that are newly addressed in this book include low cost airline operations, security issues and EASA regulations on airports. A new chapter covering extended details about wildlif

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