Economic Evaluation of Investments in Airports: Recent Developments

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**APPENDIX**

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| **Country** | **Airport** | **Author (Year)**  | **Purpose**  |
| **Europe** |
| **Austria** | Vienna | Österreichisches Institut für Wirtschaftsforschung (2007) | Significance |
| **Germany** | Frankfurt Hahn | Klophaus & Schaper (2005) | Policy Criteria: Regional airports |
| Heuer/Klophaus (2007) | Policy Criteria: Regional airports |
| Frankfurt/Main | Deutsches Institut für Luftverkehrsstatistik (1965) | Significance  |
| Bulwien et al. (1999);  | Policy criteria: Expansion |
| Hujer et al. (2004) | Policy criteria: Expansion |
| Hannover | Hübl et al. (2019) | Policy Criteria: Night Curfew |
| Hübl et al. (2008) | Policy Criteria: Night Curfew |
| Hübl et al. (2001) | Regional analysis |
| Hübl and Hohls (1984) | Significance |
| Hamburg | Beine et al. (2006) | Regional analysis |
| Aring (1996) | Regional analysis |
| Berlin airports | Baum et al. (2005) | Policy criteria: New airport |
| Baum et al. (2007) | Policy criteria: Night curfew |
| Dortmund | Malina et al. (2008) | Policy Criteria: Night curfew |
| Rostock | Klophaus (2009) | Policy criteria: Regional airport |
| Cologne/Bonn | Booz et al. (2008) | Policy criteria: Night Curfew  |
| Munic | Bayerisches Staatsministerium fur Wirtschaft, Verkehr und Technologie (2002) | Significance  |
| Basler and Bulwien (2007) | Policy criteria: 3rd runway |
| Kassel-Calden  | Klophaus (2006) | Policy criterion: New regional airport |
| Klophaus (2013) | Policy criterion: New regional airport |
| Zweibrücken | Heuer/Klophaus (2006) | Policy criterion: Regional airport |
| **Greece** | Athens Airprot | Prastacos, Kostopoulos, Stroblos, Ioannou and Repoussis | Regional analysis |
| **Netherlands** | Shiphol | Haakfort et al. (2001) | Regional analysis |
| **Italy** | Milano | CLAS and SACBO (2005) | Regional Analysis |
| **Slovenia** | Ljubljana | International Ljubljana Jože Pučnik Airport (2010) | Policy Criteria: Masterplan/ expansion |
| **Spain** | Aeropuerto de Vitoria | Macho et.al. (1999) | Regional Analysis |
| **Switzerland** | Zurich | Infras (2005) | Policy criteria: Loss of hub carrier/ movement cap |
| **United Kingdom** | Edinburgh | York Aviation (2009) | Policy Criteria: Masterplan/ expansion |
| Aberdeen | York Aviation (2010) | Policy Criteria: Masterplan/ expansion |
| Glasgow | York Aviation (2010) | Policy Criteria: Masterplan/ expansion) |
| Luton | Oxford Economics (2015) | Policy Criteria: Strengthening the role of regional airports |
| London City | ARUP (2019) | Policy Criteria: Masterplan/ expansion |
| BAA Scottish Airports (Glasgow, Edinburg, Aberdeen) | Fraser of Allander Institute (2002) | Policy Criteria: Airport policy/ expansion |
| **North America** |
| **USA** | Anchorage | Mc Dowell Group (2012) | Significance |
| Atlanta | Dept. of Aviation Atlanta (2009) | Significance |
| Huntington Tri-State | Marshall University Huntington (2006) | Significance |
| La Crosse | Wisconsin Dept. of Transportation (2011) | Significance |
| Port Columbus | CDM Smith (2012) | Significance |
| Richmond | CHMURA Economics and Analytics (2008) | Significance |
| **Canada**  | Comox Valley Airport | InterVistas (2007) | Regional Analysis |
| Ottawa | LeighFisher Canada (2011) | Significance |
| Toronto | InterVistas (2012) | Regional Analysis |
| Vancouver | InterVistas (2010) | Regional Analysis |
| Victoria | Inside Canadian Airports (2005) | Significance |
| **Africa** |  |  |  |
| **South Africa** |  OR Tambo International Airport, Durban International Airport and Cape Town International Airport | Luke, R. and J. Walters (2010) | Policy Criteria: Justification of airport infrastructure |