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touchdown—a routine landing until a burst of birds, a coyote, or a herd of deer crosses the runway! Every year, pilots experience this tension and many aircraft come into direct contact with birds and other

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wildlife, resulting in more than one billion dollars in damage annually. The United States Federal Aviation Administration has recorded a rise in these incidents over the past decade due to the combined effects of

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more reporting, rebounding wildlife populations, and an increased number of flights. *Wildlife in Airport Environments* tackles the issue of what to do about encounters with wildlife in and around airports—from rural,

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small-craft airparks to major international hubs. Whether the problem is birds or bats in the flight path or a moose on the runway, the authors provide a thorough overview of the science behind wildlife management at

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airports. This well-written, carefully documented volume presents a clear synthesis for researchers, wildlife managers, and airport professionals. The book belongs in the hands of all those charged with minimizing

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the risks that wildlife pose to air travel. *Wildlife in Airport Environments* is the first book in the series *Wildlife Management and Conservation* and is published in association with The Wildlife Society.

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temples (30,000 of them!) and sail to unspoiled islands.

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positive analysis of what happened, rather than a normative analysis of what should be done to reform the airport sector or to attract private participation. It takes the first step in response to the need for

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more conclusive information about the influence of airport ownership on economic performance. The book is centered around the study of three dimensions of performance: productive

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are air transport practitioners, transport regulators, decisionmakers in transport ministries, and PPP units and academics.

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Founded in 1961 as Euravia by British businessman Ted Langton

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and aviation consultant J.E.D. Walker, at a time of considerable turmoil for the independent sector of the British air operators' industry, Britannia Airways went on to become the world's largest holiday airline. Just as Court Line evolved

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from Autair, so Britannia Airways evolved from Euravia. Both UK airlines had strong links with the travel industry; Court Line with Clarksons Holidays, and Britannia with the Thomson Group, in particular the 'Sky Tours' brand.

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Both were innovative in their own ways, and both grabbed the UK travel industry by the scruff of the neck and shook it into the jet age – Court line traveling down the brasher cheap-and-cheerful road, while Britannia took the more staid,

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upmarket route. By 1972, Britannia had developed to such a degree that it was the biggest of the British independent charter airlines. It was also a groundbreaking operation - during the late 1960s, it became the first charter airline to offer assigned

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seating, as well as hot in-flight meals. Prior to the mid-1970s, Britannia, much like other British carter airlines of the era, had concentrated upon low-cost flights to Spain and the use of provincial airports to provide its services. The

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company's management, however, harbored ambitions to grow beyond this. As a result, for example, Britannia's 767s began regular charter flights between Britain and Australia in 1988, a route to New Zealand being added the following

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year. Between 1968 and 1984, Britannia carried nearly forty-two million passengers, while the company's fleet grew to include twenty-nine Boeing 737s and a pair of 767s. Drawing on the author's in-depth research and knowledge, as

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well as firsthand interviews with individuals such as Ted Langton, the original tour operator who wanted his own airline, and Jed Williams, who created Britannia, this the full story of one of the most important airlines in the history of

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civil aviation.

Aircraft Communications Addressing and Reporting System (ACARS) is a digital datalink system for transmission of short, and relatively simple messages between aircraft and

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multinational information technology company, later augmented their worldwide data network by adding ground radio stations to provide ACARS service. Written by a range of international industry practitioners, this book

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offers a comprehensive overview of the essence and nature of airline operations in terms of an operational and regulatory framework, the myriad of planning activities leading up to the current day, and the nature of intense

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activity that typifies both normal and disrupted airline operations. The first part outlines the importance of the regulatory framework underpinning airline operations, exploring how airlines structure themselves in terms of network and

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comprehensive breakdown of the activities that occur on the actual operating day. The fourth part provides an eye-opener into events that typically go wrong on the operating day and then the means by which airlines try to mitigate

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Nicolas Tenoux, born in 1983 in Paris, has a triple training. He is

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airline pilot, holds an MSc in Aviation and Certificates in Management. Philanthropist through his community life activities, awarded with the Civic Star (Étoile Civique), he shares with us his daily life as a pilot and his

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advice on how to enjoy the crew life and how to best combine it with your personal life. This book follows the author from his Airline pilot training at the CAE Sabena Flight Academy to his position as First Officer on Airbus A320. He gives us

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his analysis on the aviation trainings and reveals little-known aspects of the air crew profession. Some secrets are also divulged... From Dubai to Bucharest, via Brussels, London, Paris and other major cities, this book is both a

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practical guide of the pilot job and a sharing of the beauty of mankind's oldest dream: flying. It is aimed at future pilots who will find a guide for their studies, for pilots currently in training in order to have further knowledge and for all of those who

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are passionate about the magic of flying. The preface is written by Fabrice Bard è che, IONIS Education Group VP (biggest private higher education group in France), IPSA (Aeronautical and Space engineering College) VP.

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The major objective of this book was to identify issues related to the introduction of new materials and the effects that advanced materials will have on the durability and technical risk of future civil

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aircraft throughout their service life. The committee investigated the new materials and structural concepts that are likely to be incorporated into next generation commercial aircraft and the

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factors influencing application decisions. Based on these predictions, the committee attempted to identify the design, characterization, monitoring, and maintenance issues that are critical for the

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introduction of advanced materials and structural concepts into future aircraft. Describes the evolution of JetBlue from an upstart underdog into a revolutionary company that has transformed

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the aviation business, offering a behind-the-scenes look at the company's unusual corporate culture, its leadership and management principles, and innovative approach to business. Reprint.

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terminals and to assist users in analyzing common issues related to airport terminal planning and design. Volume 1 of ACRP Report 25 explores the passenger terminal planning process and provides, in a single reference document, the important criteria

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and requirements needed to help address emerging trends and develop potential solutions for airport passenger terminals. Volume 1 addresses the airside, terminal building, and landside components of the terminal complex. Volume 2 of ACRP

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assist the user in the correct use of each model. The models on the CD-ROM include such aspects of terminal planning as design hour determination, gate demand, check-in and passenger and baggage screening, which require complex analyses to support

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has become a critical component of an overall system safety effort. Software and System Safety discusses critical elements of the discipline of system safety and shows how software and computing systems fit in the system safety process. Software-

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specific aspects of the system safety process are addressed to show concerns common to complex systems. The many accidents and incidents presented in this book illustrate important lessons learned and show how software-related hazards can be

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misidentified, software risks can be improperly assessed, hazard controls may be misapplied, and software and system testing may not effectively verify that the risk had been reduced. The lessons learned come from a variety of industries and organizations, and

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include the author's personal experience. The real-world lessons provided in this book can be used to improve existing software safety and system safety efforts, and can help when planning new system safety programs.

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