



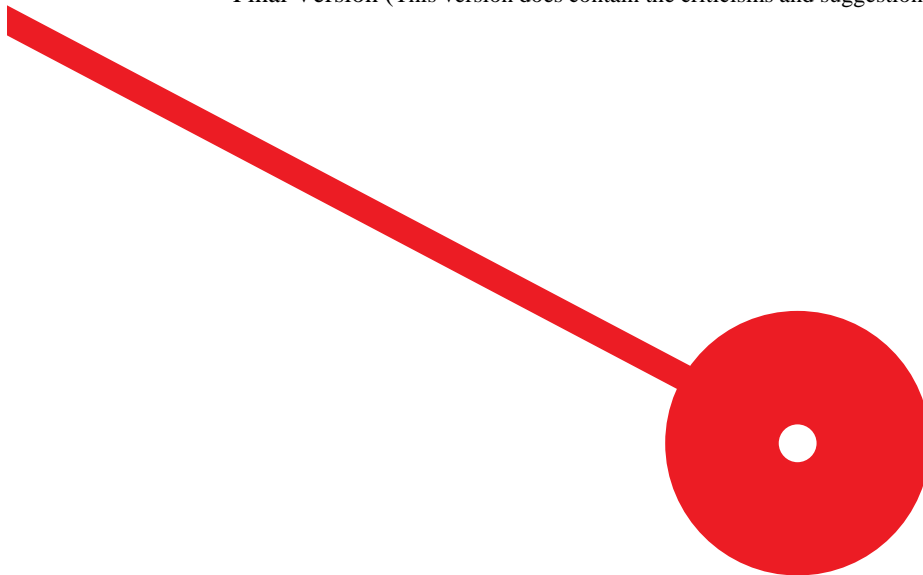
# Local Airports as Global Intercultural Interfaces

- The paradigmatic case of Porto Airport (OPO)

Beatriz Maria Nunes Cerqueira dos Santos

2022/2023

Final Version (This version does contain the criticisms and suggestions of the jury members)



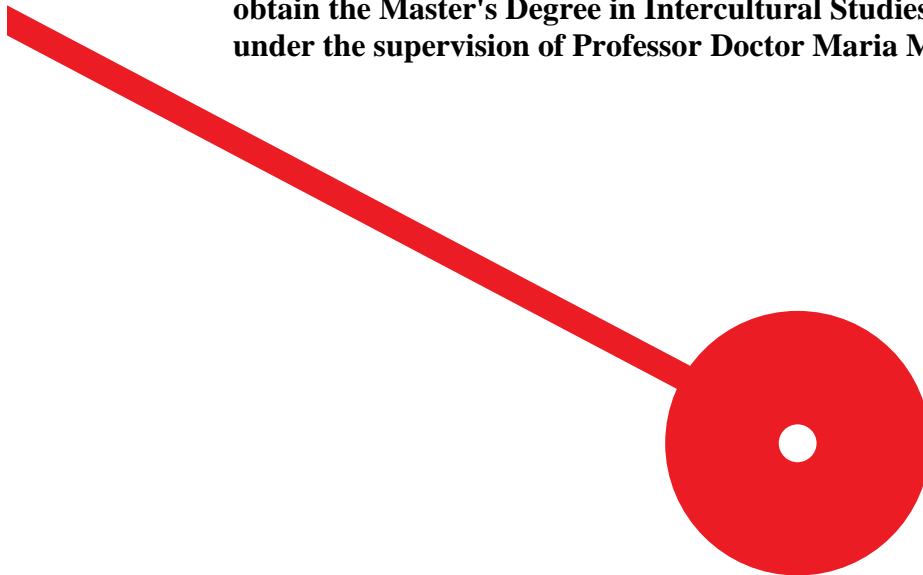


# Local Airports as Global Intercultural Interfaces

- The paradigmatic case of Porto Airport (OPO)

Beatriz Maria Nunes Cerqueira dos Santos

**Dissertation presented to Instituto Superior de Contabilidade e Administração do Porto/Porto Accounting and Business School to obtain the Master's Degree in Intercultural Studies for Business under the supervision of Professor Doctor Maria Manuela Veloso**



## **Dedication**

I honour this thesis to my beloved parents.

My mom Elisabete and my dad Fernando,  
who encouraged me to go on every adventure,  
especially in this one.

I'm forever thankful for  
their endless love, support and  
efforts they did to always give me the best they could.

## **Acknowledgements**

To my family, especially my parents and my dogs, Skye and Madonna for their daily patience and affection.

To my angels for all the lessons, love and education they gave me, my grandmothers: Adília Ivone and Rosa da Conceição; my great aunt: Maria Henriqueta and my grandfathers: Fernando Manuel and Artur Afonso. I miss you with all my heart.

To my lovely boyfriend Mário and his family, that were always supportive and kindness with me.

To my best friend Rita for the encouragement and friendship.

To my Professor Clara Sarmiento for the inspiration in the topics and theme.

To my supervisor Professor Manuela Veloso for the incredible and permanent monitoring. I'm very thankful for her availability and contributions she gave me.

To all the people that was with me and has helped me through my academic journey.

*“An airport is the first point of contact and, at the same time,  
the last memory of a destination.”*

(Caio Esteves, 2017) Airports and the sense of places – The Future of Things

## **Resumo:**

Esta dissertação de mestrado explora o papel dos pequenos aeroportos locais como interfaces interculturais globais, destacando o seu potencial para promover o impacto cultural, a diversidade subcultural e a democratização das viagens num mundo cada vez mais interligado, com um foco específico no Aeroporto do Porto, em Portugal. Utilizando uma abordagem multidisciplinar, esta pesquisa investiga a forma como o Aeroporto do Porto facilita as interações interculturais, molda a identidade cultural regional e o impacto económico na região.

No entanto, desafios como a concorrência de aeroportos maiores e as limitações infra-estruturais sublinham a necessidade de esforços estratégicos para maximizar o potencial intercultural dos pequenos aeroportos locais. Esta investigação demonstra como estes aeroportos podem servir de entrada essencial para os viajantes, que através da democratização da viagem e o aparecimento das companhias aéreas low-cost revolucionou e promoveu simultaneamente a cultura e o património destes Lugares ou “não-Lugares” – na nomenclatura de Marc Augé - como únicos.

**Palavras chave:** Aeroportos Locais, Subcultura de Aeroportos, Democratização das Viagens, Noção de “Lugar”

## **Abstract:**

This master's dissertation examines the role of small local airports as global intercultural interfaces, highlighting their potential to promote cultural impact, subcultural diversity and the democratization of travel in an increasingly interconnected world, with a specific focus on Porto Airport, in Portugal. Using a multidisciplinary approach, this research investigates how Porto Airport facilitates intercultural interactions, shapes regional cultural identity and the economic impact on the region.

However, challenges such as competition from larger airports and infrastructural limitations highlight the need for strategic efforts to maximise the intercultural potential of these local airports. This research demonstrates how these smaller airports can serve as an essential gateway for travellers, which through the democratization of travel and the appearance of low-cost airlines has simultaneously revolutionised and promoted the culture and heritage of these Places or Non-Places – in the nomenclature of Marc Augé – as unique.

**Key words:** Local Airports, Airport Subculture, Democratization of Travelling, Sense of “Place”

## Table of Contents

Introduction .....	1
Chapter I - Airports as Nodes of Cross-Cultural Transition .....	4
1.1. Multiculturalism, Diversity and Convergence in Airports (Sub-)Culture .....	6
1.2. Cultural Appreciation vs. Cultural Appropriation: Travel and Routine .....	9
1.3. Airport Culture and Passenger Experience .....	11
Chapter II - Sense of (Non-)Places .....	14
2.1. The Theory of Supermodernity by Marc Augé .....	17
Chapter III - Democratization of Travelling: Towards an Intercultural World .....	22
3.1. Low-Cost Carriers .....	24
3.2. Growth of Small Towns .....	28
Chapter IV - The Role of Small Local Airports .....	31
4.1. VINCI Airports .....	34
4.2. Edinburgh Airport .....	36
4.3. Toulouse-Blagnac Airport .....	37
4.4. Malmö Airport .....	39
4.5. East Midlands Airport .....	41
4.6. Billund Airport .....	43
4.7. Cologne Bonn Airport .....	45
4.8. Luxembourg Airport .....	47
Chapter V - The case of Francisco Sá Carneiro Airport .....	50
5.1. General Data .....	52
5.2. The Impact of the Airport on Porto City .....	55
5.3. Porto Airport: Non-Place or Intercultural Place? .....	59

Conclusion .....	63
Bibliography .....	67
Attachments .....	82
Attachment I - Non-Places (An Introduction to Supermodernity) by Marc Augé.....	83
Attachment II - VINCI Airports Around the World .....	84

## Figure Index

Figure 1 - Politics and Activism .....	9
Figure 2 - Pillars of Passenger Experience .....	12
Figure 3 - Valencia Airport Check-in (VLC) .....	19
Figure 4 - London Subway Station .....	19
Figure 5 - Marrakech Airport (RAK) .....	19
Figure 6 - London Underground .....	19
Figure 7 - Bergamo Airport (BGY) .....	20
Figure 8 - Porto Airport (OPO) .....	20
Figure 9 - 5 principles of ULCC's and LCC's .....	26
Figure 10 - Small Local Airports Map .....	33
Figure 11 - Edinburgh Airport (EDI) .....	37
Figure 12 - Toulouse-Blagnac Airport (TLS) .....	39
Figure 13 - Malmö Airport (MMX) .....	41
Figure 14 - East Midlands Airport (EMA) .....	43
Figure 15 - Billund Airport (BLL) .....	45
Figure 16 - Cologne Bonn Airport (CGN) .....	47
Figure 17 - Luxembourg Airport (LUX) .....	48
Figure 18 - Francisco Sá Carneiro Airport .....	51
Figure 19 - Statistics from Porto Airport .....	53
Figure 20 - Non-Place at Porto Airport (Check-In) .....	60
Figure 21 - Non-Place at Porto Airport (Boarding gate) .....	60
Figure 22 - Intercultural Place (typical restaurant) .....	61
Figure 23 - Intercultural Place (handicraft store) .....	61

## **Graphic Index**

Graphic 1 - Top 10 of the countries with more routes to and from Porto Airport .....	53
Graphic 2 - Top 10 of the cities with more routes to and from Porto Airport .....	54
Graphic 3 - Top 10 of weekly flights to and from Porto .....	55

## **List of Abbreviations**

**ACA** - Aircraft Certification Authority

**ACI** - Airports Council International

**ASQ** - Airport Service Quality

**BGY** - Milan Bergamo Airport

**BLL** - Billund Airport

**CGN** - Cologne Bonn Airport

**CMP** - Câmara Municipal do Porto

**CO<sub>2</sub>** - Carbon Dioxide

**EDI** - Edinburgh Airport

**EMA** - East Midlands Airport

**FSNC** - Full-Service Network Carrier

**IATA** - International Air Transport Association

**ICAO** - International Civil Aviation Organization

**LCC** - Low-Cost Carrier

**LUX** - Luxembourg Airport

**MMX** - Malmö Airport

**OECD** - Organisation for Economic Co-operation and Development

**OPO** - Porto Airport

**R&D** - Research and Development

**RAK** - Marrakesh Menara Airport

**TLS** - Toulouse-Blagnac Airport

**ULCC** - Ultra Low-Cost Carrier

**UNESCO** - United Nations Educational, Scientific and Cultural Organization

**VLC** - Valencia Airport

**VINCI** - French Civil Airports' Group



This dissertation was developed as part of the Master's Degree in Intercultural Studies for Business and aims to present the importance of small local airports as platforms for interaction between a diversity of cultures and the discussion of definitions in the airports: being or not being a Non-Place, as said in the theory of Supermodernity, by Marc Augé. With the democratization of travel, tourists and travellers have been able to visit new destinations that would not have been possible a few years ago and this is where the emergence of low-cost airlines comes in, which with their foundation have made it possible to explore small towns and cities. This implementation has allowed the economic growth of these cities, as well as the knowledge of their cultures. A special emphasis will be placed on Porto Airport and it will be dealt with in its own section, as in addition to being the city of my birth and experience was gained at this airport as a workplace.

The methodology employed was literature review, information gathering that helped to support the thesis and the analysis of the case study of Porto Airport. This work is divided into five chapters, which have a common thread throughout the topics covered.

The first chapter will mention the importance and diversity of culture' definitions and how they are present in airports, as well as the relevance of passengers' experiences as travellers in a new destination. Beyond that, in the second chapter, Marc Augé's theory and the notion of Place will be cited and explored. This section is very relevant since this author states that airports are Non-Places and we want to prove that they can also be Intercultural Places. The democratization of travelling is present in the third chapter, which will address the issue of the appearance of low-cost carriers and how this has contributed to the improvement and impact on the small towns and cities to which these airlines travel. Some small airports in Europe will be presented in the fourth chapter, where low-cost airlines fly to, and the existence of culture in these airports will be mentioned, as well as how they have become tourist cities through the evolution of aviation. In the fifth and final chapter, Porto Airport will be pointed out. The theoretical support and argumentative methodology from all the aforementioned chapters will be adopted to this specific analysed data. Finally, it will be verified whether this airport really is a Non-Place or an Intercultural Place.

As mentioned above, some of the information used to prepare this thesis was obtained empirically, since I have been a technical traffic and ground handling agent, whose duties included assisting passengers at check-in and at boarding gates at Porto Airport. I also used my own knowledge of the places and airports I visited.

By examining the case of Porto Airport, this essay aims to shed light on the intricate dynamics of local airports and their role in promoting intercultural connections. The analysis will encompass historical, economic, and sociocultural dimensions to provide a comprehensive understanding of how Porto Airport shapes the global landscape while being rooted in the local context. In doing so, we can better appreciate the multifaceted and dynamic nature of airports in today's globalized world.

## **CHAPTER I – AIRPORTS AS NODES OF CROSS-CULTURAL TRANSITION**

---

The globalization phenomenon, which has origins in dynamic development and technological advancements, has determined the focus of cross-cultural interaction in recent decades (Mammadova, 2021). Cross-cultural adjustments can be quite difficult. Individuals need to learn new skills to function well in a foreign cultural setting, to resolve tensions between opposing cultural orientations and worldviews, and to manage the stressors associated with considerable changes in everyday life (Ward and Szabó, 2019). When people or groups transfer from one cultural environment to another, they typically go through a dramatic and transformational experience known as cross-cultural transition. Several causes, including immigration, relocation for employment or school, or even foreign travel, may be the cause of this change. Deterritorialization entails overcoming the difficulties of acclimating to a different set of cultural norms, values, and practices, which may be both thrilling and difficult. People frequently experience a variety of feelings during this shift, including enthusiasm, curiosity, anxiety, and maybe even a feeling of incomprehension. They have to struggle with the various cultural, linguistic, dietary, and social variances that cause a meaningful change in their everyday existence.

Culture and its relationship to the individual demand a continuous observation. In *Culture and Society*, first published in 1958, then in 1963, and recently in 2017, Raymond Williams considers that “We live in an expanding Culture (...), we need detailed studies of the social and economic problems of current cultural expansion.” (Williams, 2017: xiii). An individual life in a cultural environment, includes manufactured social institutions, ideas, and beliefs, in addition to a physical environment (...). industry, democracy, class, art and culture are words that, by means of their changing meaning and the use, change our common life: about our social, political and economic institutions, and the purposes these institutions are designed to embody; and about how our actions in learning, education, and the arts relate to these institutions and serve those goals. (*Ibidem*: 1)

A person is not born with culture, but rather with the ability to study and use it (Oberg, 1960). By facilitating contact between residents and travellers, the airport experience may be more than a utilitarian halt along the travel trip and also has the potential to transform airports into symbols of community pride that reflect the community's identity, as well as gateways to what is beyond the fence for visitors (Cappelletti, 2021). Therefore, airports are facilities of interconnection between individual and cultural identities. Whether these fundamental infrastructures of intercultural articulation are culturally oriented places themselves or else mere facilitators of connection. Such a reflection will be made further on this study.

Airport experiences can influence future travel plans and help to the growth of tourism destinations. A disorganized environment and time-consuming procedural protocols in airports, on the other hand, such procedures may result in bad connections with the host country and its culture. Despite the availability of assistive airport software, little emphasis is paid to promoting travellers' participation in cultural exploration (Burova et al., 2019). Because airports differ in size, demographics, and service offerings, it is challenging to give a unified set of principles for meeting customer expectations (Berti, 2018) and for that reason when people from different cultural groups accept the fun challenge of working together, cultural values sometimes clash. We could misunderstand one another and reply in a way that could obstruct the promised partnership. (Sidabutar, 2020). Depending on the location, size, and cultural context of the region they serve, regional airports' cultural representations might vary significantly. Local airports frequently act as entry points to certain localities or tourist sites and are typically smaller than big international hubs. Even while they might not be as globally connected as airports for cross-cultural transition, they nonetheless play a significant part in promoting the culture and identity of their regions. It is important to remember that local airports might have quite different levels of cultural representation. Bigger local airports that serve well-known tourist sites or communities with a distinctive culture are more likely to place a heavy emphasis on cultural representations. Smaller airports, particularly those in less popular or culturally varied areas, could not offer as many overtly cultural attractions, but they could nevertheless strive to provide visitors an enjoyable and genuine local experience (Varley et al., 2020).

People have the chance to broaden their perspectives, confront their preconceptions, and get a better understanding of both them and others as they interact with a new culture. As people come to understand the richness of diversity and the interdependence of our global society, this process creates increased cultural sensitivity and empathy. Cross-cultural adjustment can be a difficult road, but it can also be incredibly rewarding since it opens doors to fresh viewpoints, new experiences, and lifelong friendships.

### **1.1 Multiculturalism, Diversity and Convergence in Airports (Sub-)Culture**

Multiculturalism and diversity are foundational principles that celebrate the richness of human society and promote the coexistence of people from various backgrounds, ethnicities,

religions, and cultures. Multiculturalism acknowledges that societies are composed of diverse groups with distinct identities, traditions, and perspectives. It encourages the recognition and respect of these differences, fostering an inclusive environment where individuals can express their unique cultural heritage without fear of discrimination. We live in a world of infinitely diverse cultures, which enriches and improves our lives and fosters creativity and adaptability, but also creates the possibility for misinterpretation, disillusionment, and disengagement. Multiculturalism has come to be associated with political correctness and excessive liberalism, but at its core it is simply a fact of reality (Maclachlan, 2021). Embracing multiculturalism means valuing the contributions of every group, whether it be in the realms of art, cuisine, music, or ideas, as each culture enriches the collective human experience. It is consensual that a powerful concept that promotes social cohesion, equality, and the idea that a diverse society can thrive when individuals come together in harmony while retaining their individuality.

Diversity, as a companion to multiculturalism, is the actual representation of various backgrounds within a community or organization. It recognizes that societies and workplaces are stronger and more innovative when they include individuals with a wide range of perspectives and experiences. Diversity brings together people with distinct talents, skills, and viewpoints, fostering creativity and problem-solving in ways that homogeneous groups cannot achieve. Moreover, it promotes fairness and equal opportunity, breaking down barriers that may hinder the progress of marginalized communities. By embracing both multiculturalism and diversity, societies and organizations can create environments where all individuals feel valued and have the chance to contribute their unique talents to the greater good, ultimately leading to a more vibrant and inclusive world. In a wide variety of scientific disciplines, diversity is a key notion. It is frequently related to a system's functioning characteristics in the natural sciences, such as an ecosystem's stability. In the social sciences, theories about recombinant innovation, regional development and cultural evolution all depend on the idea of diversity (Dam, 2019).

This approach emphasizes that treating people with distinct cultures and identities differently by adopting these artificial concepts can be problematic because many concepts and differences of people are human-made constructs to divide people and feed stereotypes and hatred. Everyone should be allowed to participate equally in decision-making processes, especially when they can decide whether a minority group should be awarded exemptions. No one should be subjected to discrimination or granted exemptions just because of his or

her differences (Barry, 2001). The concept of maintaining group identity originated by the fact that many countries have a history of excluding specific cultures and communities and that the majority defines social standards and beliefs (Kymlicka 1989). Understanding a context's peculiarities, local knowledge of cultural diversity, and the specific forms that cultural diversity takes or might take in the context can give society hope that people from various cultures will come together and work collectively to solve the problems that all humans face (Ling, 2020).

A subculture is characterized as a group of people who form their own culture and differentiate it from its parent culture. The subculture typically preserves the fundamental values of parental culture. It might also be characterized as a sizable group of interested individuals that adhere to a distinct culture. Due to the nature of criticism at various societal levels, subcultures can sometimes be perceived as unpopular. The definition expands as more study from many cultural groups is added to the subculture's broad definition. The notion of a subculture is outmoded in the perspective of certain theorists (Scot, 2022).

Subcultural theory emerged in 1920 with the research of sociologists from the Chicago School, who explored the existence of deviant behaviour, considering "deviance" to be a product of societal problems. The Birmingham School collaborated with the Subcultural Theory<sup>1</sup>, investigating the origin of the formation of groups that brought together individuals who participated in collective forms of deviance seen as a subculture. Among contemporary theorists, the concept is controversial, and some suggest the term post-subculture (such as David Muggleton and Rupert Weinzierl, 2003). In 2013, J. Patrick Williams published *Subcultural Theories*, a book which the critics commented on as follows: "Subcultural phenomena continue to attract the attention of many areas of contemporary society, including the news media, the marketing and fashion industries, concerned parents, religious and other citizen groups, as well as academia". This is the case with Heterogeneous Culture. The amount of social diversity within a group raises the level of value and attitude heterogeneity that makes up the many cultural components of a subculture (Wilson, 1986). Cultural heterogeneity refers to distinctions in identity that are influenced by a variety of cultural factors, such as class, ethnicity, language, traditions, religion, sense of place, and many others. It may be difficult for people to communicate, trust, and work together as a result of these disparities (Varughese and Ostrom, 2001).

---

<sup>1</sup> Retrieved from: <https://haenfler.sites.grinnell.edu/subcultural-theory-and-theorists/what-is-a-subculture/>

## 1.2 Cultural Appreciation vs. Cultural Appropriation: Travel and Routine

There is a need to find clarifying classifications for the sorts of Airports (Sub-)Cultures. Being a-cultural or pluricultural, simultaneously, an approach to Cultural Appreciation and Appropriation is pertinent. Cultural appreciation (Gracyk, 2007) and cultural appropriation (Young, 2005) represent two distinct ways in which individuals and societies engage with the diverse tapestry of cultures that make up our global community. Cultural appreciation involves a genuine and respectful recognition of the richness, traditions, and values of diverse cultures. It entails a willingness to learn about and understand the customs, art forms, languages, and histories of other communities without seeking to exploit or dilute their significance. By highlighting the interaction, fusion, and contextualization of connections between cultures, proponents of the cultural appreciation discourse also advocate a normalizing view of the consumption of cultural difference. This viewpoint sees cultures as relational and dynamic entities and treats the sociohistorical exchange of items, concepts, motifs, and styles between cultural groups as an inherent property of all societies (Cruz et al., 2023). When people engage in cultural appreciation, they foster cross-cultural understanding and build bridges between communities, promoting harmony and mutual respect.



*Figure 1 - Politics and Activism* (Source: Fragoso, 2016)

Conversely, cultural appropriation refers to the inappropriate borrowing or imitation of elements from another culture, often without a deep understanding or respect for their significance. This can involve wearing traditional clothing, adopting certain practices, or using cultural symbols in a superficial or insensitive manner. Cultural appropriation can perpetuate harmful stereotypes, commodify aspects of a culture, and reinforce power imbalances between dominant and marginalized groups. It is essential to be aware of the fine line between appreciation and appropriation, as the latter can lead to harm and contribute to cultural insensitivity. The distinction between appropriation and appreciation is complicated, but it may be summarized by saying that appropriation either dismisses or criticizes a culture or entails imitating its influences - it can be in music, lifestyle, or fashion - and using them for one's own benefit. When borrowing turns into exploitation, that is the crucial factor in determining cultural appropriation (Charisma, 2021). To create a more inclusive and respectful society, it is crucial to approach cultural exchange with mindfulness and a genuine desire to understand and respect the cultures from which we draw inspiration.

The adoption or taking of specific cultural components by another without any meaningful reciprocity, consent, payment, knowledge, or appreciation is known as cultural appropriation. People's identities are harmed by cultural appropriation, which frequently insults the target culture or increases discrimination (Chepp, 2012).

The cultural limits we interact at home shift when we travel. The best thing is that we can learn directly from people who are a part of other cultures, which gives us an incredible opportunity to learn about civilizations that are different from our own (Chan, 2023) and due to this proximity to a new or different culture, there is unquestionably a slight increase in the danger of cultural appropriation when traveling. It can be very tempting to take something, or a custom come across home with us. And that is not always a negative thing, just need to make sure that the method used is polite and that respect lasts forever (Hynes, 2023). The issue can be even more difficult when it comes to place advertisement, image as a destination, tourism, and hospitality because so many places rely on these industries for their economic well-being. A rising number of opponents contend that travel destinations in particular and place brands in general have taken control of indigenous peoples' celebrations and exploited them for tourism attractions (Gertner, 2019).

### 1.3 Airport Culture and Passenger Experience

*“When it comes to culture, the whole of the airport community has to work in the same direction, especially regarding security, retail, food services; everybody has to understand it to make sure that passengers flying to other countries and cultures are comfortable.” - ACP<sup>2</sup>*

A traveller’s journey is defined by the dynamic between airport culture and the passenger experience. Airports exhibit distinct cultural elements through their architecture, amenities, and services since they frequently function as global crossroads. Each airport has a unique tale to tell, from modern, contemporary terminals to those filled with regional art and cuisine. The passenger experience depends on striking a careful balance between comfort and productivity. It is about gliding through security checks without incident, taking advantage of a variety of culinary options, relaxing in lounges, and being greeted by kind airport workers. The emerging airport culture aspires to make travel not simply a logistical task but a rewarding and memorable element of the journey itself, with technological improvements boosting ease and sustainability initiatives lowering environmental effect.

According to ACI Europe, the culture of the airport plays a crucial role in the traveller experience. Prominent levels of employee productivity, dedication, and happiness result from a positive airport culture, which also increases customer satisfaction and, consequently, revenue. Thus, the development of the airport culture is highly correlated with the level of consumer happiness. Airport architects and planners must optimize passenger flow while creating a user-friendly environment as they envision the future of tomorrow's new airports. While many airports serve only as sites of departure and arrival, some go above and beyond to give travellers a pleasurable and stress-free experience. Airports must prioritize the passenger experience to deliver this (Bailey & Kupietzky, 2023).

---

<sup>2</sup> Retrieved from: [https://airport.nridigital.com/air\\_dec18/can\\_cultural\\_differences\\_impact\\_passenger\\_satisfaction](https://airport.nridigital.com/air_dec18/can_cultural_differences_impact_passenger_satisfaction)



*Figure 2 - Pillars of Passenger Experience* (Source: Bailey, J. & Kupietzky, J., 2023)

These six pillars of passenger experience are important as it is possible to understand the needs of passengers, so that an enriching and unforgettable experience can be optimized. It will be from these experiences that passengers decide to visit a particular destination again. It is relevant to establish assistance throughout the whole experience by highlighting various shops and restaurants located throughout the airport, passengers can better plan their time at the facility and reduce the amount of time they must wait at their gates. Depending on their condition and abilities, each passenger's needs vary drastically. Although it could appear that this runs counter to the idea of offering a centralized and consistent experience, it can have a significant impact on the traveling passenger. To improve the airport experience, pain points and pressure should be removed from the traveller's journey. Having relaxation areas for passengers is crucial and some airports have yoga rooms, sensory rooms and even a library, so customers feel entertained while staying in the airport and it will bring a sense of uniqueness and a unified experience (*Ibidem*).

Airports with large finances are not required to provide an excellent passenger experience. The advantages of smaller, more convenient airports are highly valued by passengers, who are aware that the amenities are more constrained at tiny regional airports than at large hubs. Airports are evaluated by passengers based on their experiences there; whether those experiences are positive or negative depends on both the infrastructure of the airport and its management and staff (Adamson, 2013). The passenger experience from the airport's perspective is objective since it frequently serves as the foundation for staff performance objectives, such as the standard duration for passenger check-in or the delivery of bags

(Harrison et al., 2012). These standards are used to evaluate the aviation sector as a whole and offer an unbiased assessment of time and space as well as customer satisfaction in a specific airport.

Having as a topic a transnational and ephemeral environment, where the frames of reference of routine require adaptation to the displacement conditions, this study will go on reflecting about the notion of Place, since it is strictly connected with the cultural implications of the tangible and intangible facilities of airports.



A place is an expression of human culture. People develop meaning as part of a social process called culture to help them feel more like themselves (Cohen, 1994). Building a place's identity depends on the cultural spaces that are infused with people's way of life and devoted cultural phenomena (Lai, 2013). When individual's subjective perceptions and functional demands converge with the physical and cultural aspects of the context, the spaces become places (Bott, 2005). A building containing residences or businesses, a library or school, a walkway, a public square, a park, or a farm are all examples of places where people might want to be and linger. A Non-Place is any location where people will not stay for very long. It may be used to transport people from one location to another, to park their cars, or to fill in the spaces in the landscape between locations (Herriges, 2019).

As airports are for many visitors the natural entrances and first point of contact with the location, creating a sense of place in the airport is a well-liked idea. Some of the elements contributing to the place atmosphere celebration include highlighting the local spirit through design and fostering a sense of physical and social connection with the surroundings. Nowadays, airports are becoming destinations, rapidly reinventing the entire concept of transportation customer experience, and treating business and leisure travellers as their guests. The destination idea is heavily invested in by the new generation of airports, which recognizes a new reality driven by social changes and technology growth (Masjutina, 2017).

The tendency to standardize airports atmospheres leads to a sense of monocultural globalism, which the future generation of airports is adopting, how Caio Esteves points out in *Airports and the Sense of Places – The Future of Things*:

No matter which part of the world you are in, the airport environment is almost always generic, without personality. This lack of personality gives airports, for most part, a status of “non-places”. (Esteves, 2017)

On the other hand, similar to identifying what creates an experience of excellent art, defining "Sense of Place" is a struggle. When we have an intense sense of place, it is frequently a highly personal contact, an instant connection, and, like a clever work of art, we can always tell. Airports are making significant investments in modern technologies like queue management to move toward more automated operations that can provide efficiency and convenience (remote check-ins, electronic passports, and luggage tags, etc.). These

realizations have recently caused the entire airport experience to be rethought. People do not have to be a passenger any longer to enjoy the variety of amenities offered by airports; in fact, they are not even expected to be. These amenities include state-of-the-art swimming pools and first-rate gym facilities, golf courses and skating rinks, museums and exhibitions, fine dining restaurants, and exquisite shopping areas. Airports treat all their passengers as guests, regardless of their reason for visiting, to make their facilities appear more like destinations. As Christian Vatter considers, a pursuit of uniqueness in the construction of airports of the globalized era prevails:

One of the best ways to create a sense of place is to provide a glimpse of the local culture and specialties, giving it a unique character. This not only makes local travellers proud, but also airport employees. And it is a great way to differentiate. Why not have a local museum display some of its art, or a sports team showcase its successes? Standing out in a sea of sameness gives the passenger experience a nice twist. (Vatter, 2023)

Airports challenge us to rethink the concept of location as a relational fusion of experiences and processes rather than merely a static point on a map. It is unfortunate that we only take the time to consider the elements that make the airport what it is when time stands still or is forced to by a technical failure. The data sets, the sights, sounds, and smells, or the more subjective ways that airports affect how we think about place, could all play a role in this.

Normally, spaces or locals of travel are frequently mentioned to ‘placeless’ (Casey, 1993), ‘abstract’ (Lefebvre, 1991), ‘a-geographical’ (Sorkin, 1992), ‘non-places’ (Augé, 1995). Edward Relph's concept of "placelessness" describes the "standardization" of locations, which lessens their distinctiveness or differentiation. This occurs when urban or architectural designs do not reflect the regional identity of a location. The commercialization of areas is one illustration of this. Due to affordability, branding, or a lack of information about the characteristics of the community, storefronts and exteriors may adopt identical characteristics. Through weakened ties to such places, placelessness diminishes the sense of place. There may be less obligation to look after, clean up, or keep an area when there is less links to it.

The idea of Non-Places challenges us to re-examine how we typically conceptualize space and its importance in our daily lives, for example when Oliver Jones refers that he likes not

being here or there, that when staying in the airport, we are in nobody's land (Love at First Sight, 2023). These sometimes disregarded, fleeting, and antiseptic environments might not have the emotional weight of our homely "places," yet they unquestionably have a significant impact on contemporary life. Non-Places, such as airports, shopping centres, or motorways, are an essential aspect of the modern human experience and symbolize the transient essence of our globalized, hurried world. We can better comprehend the changing landscapes of our linked world and the intricate relationship between people and the spaces they occupy by being aware of them and investigating their influence.

## **2.1. The Theory of Supermodernity by Marc Augé**

Marc Augé, in analysing the relationship between anthropological place and Non-Place in contemporary society, transports the question of alterity to space:

If the anthropological tradition has linked the question of alterity (or identity) to that of space, it is because the processes of symbolisation put into practice by social groups had to understand and control space in order to understand and organise themselves. (Augé, 1994)

We are unable to live in the actual locations we occupy because of our drive to complete everything in ever-shorter amounts of time to stay aware of all that is happening both locally and globally. We are never where we are physically because of contacts, information, and advertising (on mobile phones/smart phones, computers, outdoors, monitors, and loudspeakers), which all transport us to other realities, problems, joys, and desires, and cause us to dream without dreaming. How Non-Places might lead to a loss of us as a group and society, with only the "solitary" person now ruling, seems to be the concern that underlies Augé's thinking constantly.

According to Augé, Non-Places are locations that come into existence because of being relational, deeply historical, and closely linked to identity - both social and personal identity, "Where am I? Who am I?" (Proulx, M. J. et al., 2016) - exactly as what place is not. The landscape erupts as the sites of the heightened relationships between humans and the rest of the world, and history erupts because of a site-specific occurrence. Non-places give users a

common identity, whether it be as shoppers or travellers, and provide them with a semblance of some privacy (Auge, 1995). Airports serve as an example of a typical Non-Place. Many would concur that they feel relieved when they approach an airport terminal. Such a phenomena might also explain why some people enjoy making sporadic trips to the airport.

Any person who enters a Non-Place is given an identical, spontaneous, yet unquestionable identity, which could feel liberating. Regardless of their actual identities, whether they are businesspeople or teachers, when having their passports checked at airports, they are nothing more than passengers. They are no longer assessed based on their native tongue and regional references, such as accents. The contractual relationship between a Non-Place or the authorities in charge of it and its users is also described by this author. Such a relationship is indicated, for example, when presenting one's passport and flight tickets to security agents at an airport.

While "Non-Places" permit a great deal of movement of people, objects, and images within a single area, they also turn the world into a spectacle with which we maintain relationships based on the images, making us spectators of a highly codified place, of which no one is truly a part, like Kara tells to Ryan "Basically you don't exist to us" (Up in the Air, 2009). They stand for the deterioration of the public man and the ascent of the egocentric man, "a cocoon of self-banishment" (Up in the Air, 2009). Non-places are what they are because they are isolated, protected by pin and credit-card numbers, as well as by passwords that foster isolation. The most notable examples of Non-Places are related to travel as a human activity, as Non-Places are produced by an excess of time, space, and ego. The growth of modern technology is primarily responsible for the expansion of the travel sector. These new industrial advancements laid the groundwork for the anthropology of Supermodernity, which theorizes that the excess of time, space, and ego are moulded by new opportunities for rapid travel, opportunities to explore greater regions, and opportunities to indulge in the entire process.

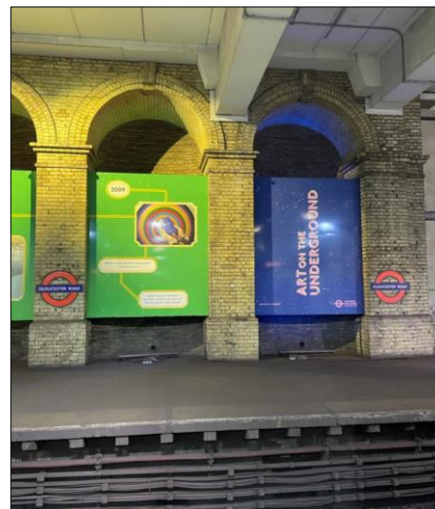
On the other hand, the theory from Wright, Eric Olin. states that interconnections between both or more subjects are what determine whether a spatial relationship exists. Movement of the components that make up a given place can be seen as the beginning of its own existence. This theory is supported by the conviction that human connection generates a circle of expression that converges with the power of people to change a place. Apart from its own

level of historicity, any area is in such an anthropological location from this intriguing stance (Korstanje, 2009).

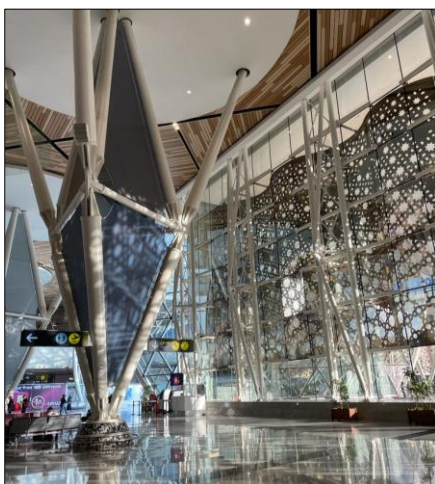
We should recognize that even Non-Places have the potential to become places rather than viewing places and Non-Places as binary categories that exclude one another. The airport stands out as a unique non-travel location. It is merely a temporary location on the global air transportation network. The business identity of the airport has absolutely no history. Depending on the frequency of the aircraft and the availability of open airport runway slots, the memory at the airport lounges only goes back 24 hours for flight arrivals and departures, sometimes even less.



*Figure 3 - Valencia Airport Check-in (VLC)*



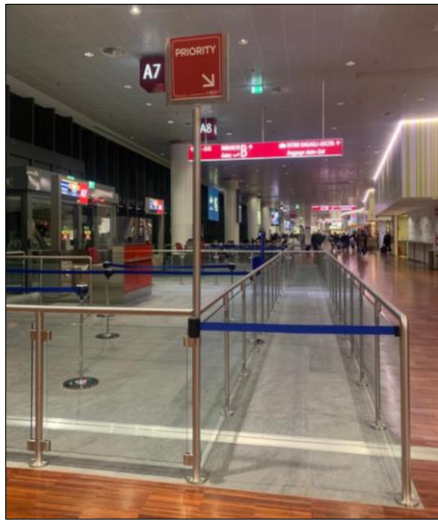
*Figure 4 - London Subway Station*



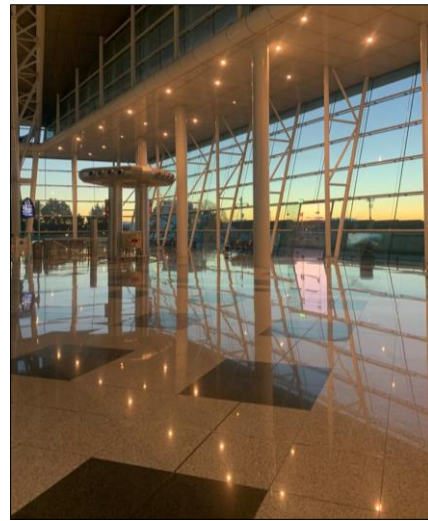
*Figure 5 - Marrakech Airport (RAK)*



*Figure 6 - London Underground*



*Figure 7 - Bergamo Airport (BGY)*



*Figure 8 - Porto Airport (OPO)*

These six images above are representations of potential “Non-Places”, according to the theories presented previously with the definition of place. The acronyms indicate another dimension of identity. Although we do not expect to say that there is no identity or cultural heritage in airports. The one in Porto is named after a historical figure, e.g. All of them were taken by the author of this thesis and they belong from different countries around the world. What stands out are the airports that are considered the focus of this topic: the Marrakech Airport, from Morocco (*figure 5*); the Bergamo Airport from Milan, Italy (*figure 7*) and the Porto Airport from Portugal (*figure 8*). Also, there is an example of check-in desks and airport departures board at Valencia Airport (*figure 3*). As we can verify from the information above, a Non-Place can be a transport, where usually people travel from one location to another and there is an example of the Underground (*figure 6*) and the Subway Station (*figure 4*) in London, England.

According to Augé, there is a lack of social relationships and travellers become lone observers of daily life as they are exposed to more texts, devices, and images and rarely communicate with one another in Non-Places. Unmediated human connection is thought to be the basis for sociality and solitude; however, this ignores the richness, materiality, and variability of social networks (Merriman, 2004). The theory of Non-Places provides a compelling framework for understanding the sterile, transitory spaces that have proliferated in our contemporary world. These Non-Places, from airports to supermarkets and highways, epitomize the isolation and anonymity often experienced in our modern, hypermobile

society. Augé's concept challenges us to reconsider our relationship with these spaces and reflect on the larger societal shifts that have given rise to them. By acknowledging the existence and significance of Non-Places, we gain valuable insights into the nature of our globalized, fast-paced world, prompting us to re-evaluate our sense of belonging and connection within these impersonal environments.

**CHAPTER III – DEMOCRATIZATION OF TRAVELLING: TOWARDS AN  
INTERCULTURAL WORLD**

---

The democratization of travelling refers to the process of making travel more accessible and affordable to a larger number of people, regardless of their socioeconomic status. It involves breaking down barriers and expanding opportunities for individuals to explore new destinations, experience different cultures, and engage in global interactions. The idea that travels and tourism are fundamental human rights assumes that everyone has access to travel (Jenkins, 2009). Tourism is a luxury good, yet due to the democratization of travel, the word "trip" now connotes an everyday good. Luxury continues to be connected to travel in both visitors' minds and frequently in reality (Costa, 2020). Also, tourism is, in many respects, the epitome of a postmodern activity, a manifestation of humanity's natural urge for independence, adventure, and discovery. International travel recalls ideas of freedom and democracy as well as a variety of more self-centred goals, such as individual choice, social status, optimism, and self-actualization, in the age of mass mobility, globalization, and neoliberalism (Bianchi & Stephenson, 2014).

The evolution of transportation plays a significant role in making travel more accessible. The advent of budget airlines and low-cost carriers has made air travel more affordable for many people. Additionally, improved infrastructure, such as the development of highways, railways, and public transportation systems, has made it easier and more affordable to move around within and between countries. The advancement of technology has revolutionized the travel industry, enabling travellers to access information, book accommodations, and find affordable deals with just a few clicks. Online travel agencies, price comparison websites, and travel apps have made it easier for individuals to plan their trips and find the best options within their budget. The internet has democratized access to travel information and resources. Travelers can now find travel guides, blogs, and reviews that provide insights and recommendations for various destinations. This access to information empowers individuals to plan their trips independently, explore lesser-known locations, and make informed decisions based on their preferences and budget.

The definition of luxury changed along with the expansion of capitalism (Hilton, 2004). According to this new paradigm, all goods and services must be of the highest standard while remaining within the means of the consumer (Silverstein & Fiske, 2003). The rise of the sharing economy and platforms like Airbnb has opened a wider range of affordable accommodation options beyond traditional hotels. Travelers can now choose from a variety of alternatives, including renting apartments, staying in guesthouses, or even sharing a room with a local host, making travel more accessible and cost-effective.

Traveling internationally has never been more convenient or affordable thanks to the growth of air travel. A logical outcome of deregulatory changes, more competition (an increase of low-cost carriers), advancements in aviation technology, and elevated load factors. In fact, some Millennials openly place a higher priority on travel than on getting married, purchasing a home, and starting families. It is incredibly coincidental that the increase in travel occurred at the same time as the development of the global digital network, which began with broadband internet in the late 1990s and culminated with smartphones and social media in the early 2000s (Harris, 2019). There has been a shift in societal attitudes towards travel, with more importance placed on experiences and personal growth. People increasingly prioritize allocating their resources to travel, viewing it as a valuable investment in self-discovery and cultural enrichment. This change in mindset has contributed to the democratization of travel by driving demand and encouraging individuals to explore new destinations. The interconnectedness of the world through technology and globalization has fostered cultural exchange and understanding. Travelling allows people to experience different cultures, traditions, and perspectives first-hand, promoting tolerance and breaking down stereotypes. This increased exposure to diverse cultures helps create a more inclusive and interconnected global community.

The trend of rising domestic and international travel because of the democratization of international travel has significant effects on the demand for all types of real estate in the future, including commercial and residential properties (Harris, 2019). While this democratization has made travel more accessible, there are still barriers that need to be addressed, such as visa restrictions, socioeconomic disparities, and environmental sustainability. Efforts to overcome these challenges and ensure that everyone can benefit from the opportunities of travel continue to be important in creating a more equitable and inclusive travel landscape.

### **3.1. Low-Cost Carriers**

Traveling by plane was once thought of as a luxury available only to those from relatively higher socioeconomic backgrounds. This picture has subsequently changed, however, because of the European aviation sector's rapid development following the 1990s liberalization process. Because low-cost airlines have been more prevalent over the past two

decades, the accessibility of air travel to a larger population has resulted in a radical change due to the availability of low fares. It is consequently essential to make air travel accessible to everyone, and airlines, airports, regulators, governments, and other pertinent stakeholders have a responsibility to cooperate to achieve this. According to IATA Travel Centre, Low-Cost Carriers have completely modified the socio-cultural and economic scenario of the air travel legacy of the flag-carriers: “Over the past three decades, Low-Cost Carriers (LCCs) have transformed the air travel market, disrupting the traditional world of the legacy flag-carriers, and creating a revolution in air travel service.”

The airline and travel industries have undergone significant changes in recent years, some of which are related to technological developments, the emergence of new business models, the appearance of the new consumer, globalization and new country relations, liberal policies, and environmental concerns (Forsyth, 2006). Thus, LCCs have changed how an airport and an airline interact. Airports have reacted to the potential opportunities brought on by the expansion of LCCs. The low-cost business model has an impact on the relationship between airlines and airports, causing airports to negotiate contracts that dramatically cut aeronautical income while attempting to make up for this shortfall by increasing commercial revenues through greater passenger volume. As stated by (Humphreys, Ison, & Francis, 2006), traditional airports are challenged as to whether and how they should allow LCCs. Airports have occasionally found it challenging to convert greater passenger numbers into additional revenue. The expansion of LCCs has had several positive effects on the local economy, including job opportunities at airports and an increase in tourism spending, which all have the potential to have transformative effects on the local economies in question. However, because regional airports depend on airlines, small economies that would not be supplied by legacy carriers without LCCs may face certain difficulties because of LCCs' ease of relocation (Akgüç et al., 2018).

Today's European travelers have access to an unrivaled selection of affordable air travel options. Carriers' frequencies, the quantity of domestic and international routes, and passengers' numbers have all significantly increased. Within the EU single aviation market, all air carriers are free to sell their services to customers. This has helped EU low-cost airlines (LCCs), like Ryanair, Easyjet, and Wizzair, to expand quickly and rank among the top carriers in Europe in terms of both passengers and market capitalization. (ICAO, 2016).

Figure 9 below presents the five of the main principles that explain how Low-Cost Carriers democratized the world by giving facilities and accessibility to people around the world. By

opening air travel to a larger group of people who were unlikely to be able to afford it, these carriers have, at least in part, democratized it and LCCs can be a very economical option for individuals who truly only need a seat to sit in while traveling from point A to point B without all the extras. Fast turnaround times between flights are generally prioritized by these carriers' streamlined business models, allowing for high aircraft utilization. As a result, they frequently board and disembark passengers fast. As a result, maintenance is made easier and quicker, training expenses are reduced, and purchasing power is increased. Also, smaller, and secondary cities that are underserved by larger legacy carriers have benefited from the connection of low-cost carriers. In a major market, they also regularly use secondary airports, which might make it simpler for residents in farther-flung cities to access air travel without a long drive. The expansion of tourism to lesser-known locations has also been facilitated by the greater accessibility offered by ULCCs and LCCs that fly to or use secondary airports and they can offer passengers a high level of personalization in the flights. Traditional carriers have been compelled to reconsider their tactics and adapt to stay competitive due to the emergence of ULCCs in the aviation industry (Ryan, 2023).



*Figure 9 - 5 principles of ULCC's and LCC's (Source: Ryan, MatthewAustin, 2023)*

Low-cost airlines have revolutionized the aviation industry by offering significantly cheaper airfares compared to traditional carriers. This has opened opportunities for people who might not have been able to afford flying before. The reduced ticket prices have enabled budget-conscious travellers to explore new destinations, visit family and friends more frequently, and experience different cultures without breaking the bank. Also, they have spurred healthy competition in the airline industry. The presence of these budget airlines has forced legacy carriers to re-evaluate their pricing strategies and become more competitive. As a result, overall airfares have decreased, benefiting consumers with more affordable options. Low-cost airlines often serve a mix of popular and less-travelled routes. By tapping into underserved markets, they have made it possible for travellers to reach destinations that might not have been economically viable for full-service airlines. This expansion of route networks has broadened travel possibilities for many individuals.

According to Suau-Sanchez et al. (2016), only a small percentage of European airports gained considerably from deregulation and LCC traffic growth. Additionally, the airports that benefited from increased connectivity were frequently reliant on a select few carriers, most frequently Ryanair. The growth of low-cost airlines has also facilitated the growth of other travel-related businesses. With more people traveling, there is increased demand for hotels, restaurants, tour operators, and other travel services. This has opened opportunities for entrepreneurs and local businesses to thrive in the travel industry. The affordability of travel has led to a rise in international and domestic tourism. Many countries and cities have experienced a surge in visitor numbers due to the increased accessibility provided by low-cost carriers. This has brought economic benefits to these destinations, supporting local economies and job creation in the tourism sector.

The development and expansion of low-cost carriers, which were made feasible by liberalization, has had a profoundly positive impact on the airline sector. In liberalized countries like in Europe, where competition is fierce, the rapid expansion of LCCs has resulted in lower prices and more competition. By having airport bases abroad, LCCs have benefited from the liberalization of beyond rights in the EU. On the opposite, the expansion of LCCs in many markets has been restricted by current laws on route access, ownership, and effective citizen control, which has prevented the accompanying benefits from being fully realized (ICAO, 2016). These airlines have improved connectivity between regions, making it easier for people to move between cities and countries. This has contributed to regional integration and cultural exchange, fostering a sense of interconnectedness between

different parts of the world. However, there are some downsides to the rise of low-cost companies. For instance, these airlines often charge extra for diverse services and amenities, such as checked bags, in-flight meals, and seat selection. This has led to a "pay for what you use" model (World Travel & Tourism Council, 2019), which might not be favourable for all travellers, especially those who prefer more inclusive services. Additionally, there are concerns about the environmental impact of increased air travel due to the low-cost business model encouraging more frequent trips.

Overall, while low-cost companies have played a crucial role in democratizing travel and making it more accessible, there are both positive and negative aspects to consider. It is important for travellers to weigh the benefits and drawbacks when choosing the best travel options for their needs and preferences.

### **3.2. Growth of Small Towns**

According to Budd (2011), airports' expansion and consolidation frequently enable them to take on the functions of towns, including having their own security forces, highly developed medical facilities, business hubs, hotels, spas, gardens, and places of worship. Tens of thousands of people are employed by them in numerous trades, and they typically have their own power supply system. The Aerotropolis concept (Kasarda, 2001) contends that airports themselves can invest in projects that will have positive economic and social effects, even though airports have recently grown in importance to the communities in which they are located. The idea of an *Aeropolis* has grown to be a significant economic force, one that can interact with other international locations on a worldwide scale: "Air transport can contribute to the European economy in connecting people and regions and play a vital role in the integration of Europe." (European Commission)<sup>3</sup>

The democratization of traveling has significantly contributed to the remarkable growth and transformation of small towns across the globe. With the advent of more accessible and affordable transportation options, such as budget airlines (World Tourism Organization and International Labour Organization, 2013) improved road networks, and online booking platforms, individuals are finding it easier than ever to explore new destinations beyond

---

<sup>3</sup> Retrieved from European Commission: [https://transport.ec.europa.eu/transport-modes/air/internal-market\\_en](https://transport.ec.europa.eu/transport-modes/air/internal-market_en)

major urban centres. This phenomenon has breathed new life into small towns that were once overlooked or passed through, triggering an upsurge in tourism and subsequent growth. Small towns are capitalizing on this newfound influx of visitors by showcasing their unique charm, cultural heritage, and natural beauty. As travellers seek authentic experiences and a break from the fast-paced urban lifestyle, these towns offer a serene and often picturesque setting that resonates with those looking for a more relaxed and intimate getaway (Malhotra, 2023).

Small towns have a special chance to boost their economies by developing their tourism industries. The tourism business has plenty of space to grow and expand because there are less tourist attractions than in larger cities. Consulting for the development of tourism products can assist small towns in identifying and utilizing their distinctive qualities to design a customized marketing plan to draw tourists. Small towns may boost not just their tourist business but also their entire economic growth and stability by investing in the development of tourism products (Destinovate, 2023). With increased tourism, local businesses have flourished, leading to the establishment of boutique hotels, cosy bed-and-breakfasts, quaint cafes, and artisanal shops, which in turn provides economic opportunities for the town's residents. Moreover, the growth of small towns due to democratized travel has led to the preservation and revitalization of historic landmarks and traditions. Many of these towns have historical significance or cultural heritage that was previously underappreciated. The influx of tourists has encouraged local authorities and residents to invest in the restoration of historical buildings, monuments, and cultural sites. This preservation effort not only enriches the local identity but also creates a unique selling point for attracting even more tourists.

However, small communities with distinctive charm have a lot to offer and must make the required efforts to draw more tourists. Small towns can prosper by applying these techniques, which include focusing on what makes your community distinctive, having festivals, providing a warm and welcoming environment, leveraging social media, and encouraging visitor evaluations. Small towns may expand their economies, generate jobs, and continue to improve their communities through promoting tourism (Schmeler, 2023). Therefore, it is crucial for local governments and communities to implement sustainable tourism practices that ensure the long-term well-being of the town while maximizing the benefits of tourism. The democratization of traveling has sparked a renaissance in small towns worldwide, propelling them into the spotlight and revitalizing their economies and cultural landscapes.

Today, many of people get caught in the back of planes frequently complain about the difficulty of long-distance flight. However, when compared to mid-century air travel, modern trips are positively joyful. Unsurprisingly, the number of international passengers continues to rise (Tupy, 2019). The ability for more people to explore off-the-beaten-path destinations has unlocked the hidden potential of these towns, enabling them to thrive as unique and attractive tourist destinations. Through careful planning and sustainable management, the growth of small towns can be harnessed to create a harmonious relationship between tourists and residents, ensuring that the positive impacts of democratized travel continue to enrich these charming locales.

## CHAPTER IV – THE ROLE OF SMALL LOCAL AIRPORTS

---

Small airports play an essential role in feeding traffic into hub airports for onward travel to other important domestic and international destinations in addition to providing traffic that ensures the sustainability of bigger airports within the network. Moreover, it stands for a crucial policy target for regional economic growth and tourism agencies. There are a variety of managerial tools available to smaller airports that are commercially focused or have a policy purpose to help the economic growth of the communities they serve (Coll and Lucas, 2023). With direct flights, airlines will try to fulfil point-to-point demand. While connecting flights via a hub will be scheduled to accommodate demand, direct flights may not be commercially viable in locations with low traffic density. Since an increase in the number of airports served from a hub has an exponential effect on the number of city-pairs served (Doganis, 2010), direct flights to and from a hub can considerably boost connectivity for a small airport (Button, 2002).

The availability of FSNC flights on vital routes to hubs, where it is possible to visit both European and international destinations via seamless and coordinated schedules, is crucial for smaller airport connections (Zeigler et al., 2017). The importance of air travel has increased for both the transfer of people and products. The effect of large airports, in particular hub airports, on economic growth has received a lot of attention. Less is known about how smaller; neighbourhood airports affect positively the nearby community. However, they are frequently viewed as promoting regional economic growth and aiding in the unification of disparate sections of a nation (Button et al., 2009). According to Green (2007), it would be impractical for host towns to finance and support expansion given the enormous economic expenses associated with expanding airport capacity. Smaller cities and their associated airports should instead concentrate on route development, which involves drawing in, developing, and maintaining air services within the airport itself, as opposed to attempting to increase capacity to support city expansion (Halpern and Graham, 2016).

The case for supporting small airports appears uncertain yet there is significant regional variation in the significance of airports for accessibility and their effects on the economy. These airports play a crucial role in ensuring air accessibility as well as, if tentatively, in aiding the economy, especially in distant places. It makes sense that governments' efforts to maintain these airports reflect this in their position. Enhancing our knowledge of the characteristics of regions and airports in relation to their roles in regional economies would be a useful path for additional research, according to the variation among areas and its potential policy consequences (Pot and Koster, 2022).

Furthermore, airports are considered heavily in regional development plans for economic growth and have a significant impact on job prospects in specific industries, which is advantageous for the local economy and skill set (Redondi et al., 2011). By providing indirect employment, development, and amenities for the surrounding community, such as financing to upgrade public transportation, small airports would further benefit the area. Due to the notion of airports as 'gateways' to both the global market and international access, additional financing from regional development plans is aimed toward improving capacity and accessibility of an airport even when the airport is deteriorating in function (Niewiadomski, 2019). Access to a larger market, even with a tiny airport, implies higher economic benefits from trade, tourism, and services, but smaller airports offer fewer chances for future development and investment (Ralphs et al., 2020).



*Figure 10 - Small Local Airports Map*

In this chapter, a big important French airport operating company will be mentioned. As a global player, the company develops, finances, builds and operates a in airports around the world. Furthermore, small airports which are essential and important in large European countries, like: Scotland, France, Sweden, England, Denmark, Germany, and Luxembourg will be analysed in the way they present their own culture to their visitors/tourists and what

differentiates them from each other. Mostly Nordic cities were chosen, to focus on a culture that is different and quite interesting at the same time.

#### **4.1. VINCI Airports**

“As the world's leading private operator in its field”<sup>4</sup>, VINCI Airports operates 73 airports in 13 countries in Europe, Asia, and the Americas (*II attachment*). Thanks to its expertise as a global integrator, it develops, funds, builds and manages airports, drawing on its investment prowess and knowledge to optimize operational performance, modernize infrastructures and manage their environmental transition. Airports in the VINCI Airports network received over 56 million passengers in the first quarter of 2023. H. About 20 million more than in 2022, 12% less than the same period in 2019, and just 4% excluding Asia. Domestic traffic has returned to pre-pandemic levels (down 3% across the VINCI airport network in March), while international traffic continues to improve (down 15%). Many airports in Europe and the United States posted record traffic volumes above 2019 due to extremely strong demand and a growth in offers during the crisis.

VINCI Airports occupy a relevant role in shaping the trajectory of European airports by contributing to their development and growth. In 2015, Vinci Airports climbed the rankings to become the fifth airport operator, managing 3.5% of the world's commercial traffic at the time (Vinci Airports, 2021). As one of the leading airport management companies, the company brings a wealth of expertise, innovation, and investment that is crucial for the advancement of European aviation infrastructure. Its significance becomes apparent in multiple facets. Financial commitment and managerial proficiency are instrumental in driving the evolution of European airports. Through strategic investments, it modernizes airport facilities, upgrades infrastructure, and enhances passenger services. This injection of resources is particularly vital for smaller and regional airports that might struggle to fund necessary improvements independently. As a result, the group plays a key role in maintaining and improving the overall operational efficiency of these airports.

In order to achieve net zero emissions across its network by 2050, VINCI Airports became the first airport operator to launch an international environmental plan in 2016. Furthermore,

---

<sup>4</sup> Retrieved from: <https://www.vinci-airports.com/en/vinci-airports>

the company introduces technological innovation to reshape the passenger experience. By implementing smart systems and digital solutions, it streamlines processes, enhances security measures, and provides travellers with real-time information. This commitment to leveraging innovative technologies not only elevates the convenience for passengers but also underscores European airports' competitiveness on the global stage. Sustainability is another significant area where VINCI Airports acts and makes a difference. Its dedication to integrating environmentally friendly practices into airport operations aligns with the growing emphasis on responsible and sustainable aviation. By adopting energy-efficient technologies, waste reduction strategies, and eco-friendly policies, the group demonstrates a commitment to reducing the environmental impact of its managed airports.

According to Zaharia, S. E. et al. (2021), the success of the airport managing group is dependent on a combination of financial investment, expertise, and innovation leadership, supported by the principles that guide the consortium. Beyond the operational realm, VINCI Airports contributes to regional development and tourism promotion. Upgraded and efficiently managed airports attract more travellers, stimulating local economies and fostering job creation. Additionally, by providing pleasant and efficient travel experiences, the company encourages tourists to explore various European regions. This not only supports local businesses but also highlights the cultural richness and diversity that Europe has to offer. The group multifaceted contributions extend far beyond mere management. The company's financial investments, technological innovations, sustainability initiatives, and collaborative partnerships collectively elevate the development of European airports. By enhancing passenger experiences, stimulating economic growth, and promoting sustainable practices, VINCI Airports significantly shapes the future of aviation across the European continent.

Thus, it is clear that this is an example of global culturally informed model of airport company of the future generation, combined with a heritage surplus preoccupation, as part of its wide range characteristics.

## 4.2. Edinburgh Airport

Edinburgh Airport, located in Scotland's capital city, is an important transportation hub and gateway to the country. While airports primarily serve as transit points for travellers, they also contribute to the cultural experience of a region. Business travellers preferred Edinburgh's farther-off airport because it provided more direct short-haul services and convenient access to important long-haul destinations like London Heathrow and Amsterdam Schiphol (Button, 1988). The long-term goal is to go beyond passengers' expectations by sticking by the following guiding principles: innovative retail concepts and brands help to create a sense of place by combining the excitement of a high street with the ease of a mall; provide outstanding client service; each retailer's offer should be clear in order to give customers options; reduce repetition; and passenger navigation through retail spaces is simple, there is sitting outside of stores, and flight screens are conveniently reachable.

Edinburgh Airport reflects elements of Scottish architecture in its design. The terminal buildings may incorporate traditional Scottish motifs, materials, and design features. This architectural style showcases the local culture and heritage. The space often features art installations and exhibitions that celebrate Scottish culture. These displays can include paintings, sculptures, photographs, and other artistic works by local artists. They provide passengers with an opportunity to engage with Scottish creativity and talent, i.e., when an interactive portrait of Bonnie Prince Charlie welcomed visitors at Edinburgh Airport<sup>5</sup> (McPherson, 2017).

Edinburgh Airport occasionally hosts live music performances, particularly during special events or festivals. Traditional Scottish musicians and performers may entertain passengers, offering a taste of Scotland's vibrant music scene and traditional melodies. The airport's retail outlets often offer a range of Scottish-themed products and souvenirs. Travelers can find items such as tartan scarves, kilts, whisky, local crafts, and other Scottish memorabilia. These shops provide an opportunity to take home a piece of Scottish culture and heritage.

Furthermore, the airport's dining options may include Scottish cuisine and specialties. Travelers can sample traditional Scottish dishes like haggis, fish and chips, Scotch pies, and

---

<sup>5</sup> Retrieved from: <https://www.historicenvironment.scot/about-us/news/a-bonnie-welcome-awaits-at-edinburgh-airport/>

Scottish smoked salmon. Local ingredients and flavours are often highlighted in the menus, showcasing the culinary heritage of Scotland. Also, they provide many information displays, brochures, or interactive exhibits that provide information about the city's cultural landmarks, events, and attractions. These resources help travellers learn about the rich history, festivals, museums, and other cultural offerings of Edinburgh. While English is widely spoken in Scotland, Edinburgh Airport may display signs or announcements in both English and Gaelic, Scotland's indigenous Celtic language. This inclusion of Gaelic reflects the importance of language and cultural diversity in the region.



*Figure 11 - Edinburgh Airport (EDI) (Source: Edinburgh Airport Website)*

It is worth noting that the specific cultural elements and experiences at Edinburgh Airport may vary over time and depend on ongoing initiatives, partnerships, and events. The airport strives to provide a sense of Scottish identity and culture, giving visitors a taste of Scotland before they even step outside the terminal.

### **4.3. Toulouse-Blagnac Airport**

Toulouse-Blagnac Airport, located in Toulouse, France, is known for its significance in the aerospace industry, being the headquarters of several aerospace companies and a major hub for aircraft manufacturing. While the primary focus of the airport is on aviation and travel, it also reflects certain aspects of local culture. The airplane and flight have played an

important part in the development of modern cultural imagery and behaviours. The airplane was taken into the culture of Toulouse, one of the major centres of French aeronautics, as a visual symbol of modernity and expression of a particular municipal character. The airplane was the ultimate embodiment of the link between technology, power, and modernity that was vital to establishing mass cultural values (Wakeman, 1992).

Given Toulouse's status as a major aerospace hub, the airport often displays the region's rich aerospace heritage. They provide displays, exhibits, or information boards highlighting the contributions of Toulouse to the aviation and aerospace industry. This can include information about historic aircraft, aerospace technology, and the achievements of local aerospace companies. Also, it often incorporates art installations throughout its terminals. These installations may feature contemporary artwork by local and international artists, offering a glimpse into Toulouse's vibrant artistic scene. The artwork can vary in form, such as sculptures, paintings, or digital displays. The airport's dining options may feature regional cuisine and local specialties. Travelers can enjoy traditional dishes from the Occitanie region, such as cassoulet (a hearty bean stew with meat), foie gras, local cheeses, and wines. The availability of regional delicacies allows passengers to experience the flavours of Toulouse and its surrounding areas.

As a reflection of the local culture, Toulouse-Blagnac Airport has signage and provide announcements in both French and Occitan, the historical language of the region. This linguistic inclusion highlights the region's cultural diversity and heritage. The airport's shops and boutiques offer products and souvenirs that represent the local culture. These may include regional wines, cheeses, handicrafts, and other items specific to the Occitanie region. Travelers can purchase authentic products and take a piece of Toulouse's culture home with them.



*Figure 12 - Toulouse-Blagnac Airport (TLS) (Source: v1 Images: Aviation Media)*

Toulouse-Blagnac Airport occasionally hosts special events or celebrations to showcase local traditions, festivals, or holidays. These events can include live music performances, dance showcases, or cultural demonstrations. Passengers may be able to experience the lively atmosphere and participate in the festivities during their time at the airport. While the primary focus of Toulouse-Blagnac Airport is on air travel, it aims to provide glimpses of Toulouse's cultural identity and heritage. The inclusion of aerospace elements, artistic displays, regional cuisine, local products, and occasional cultural events contribute to a sense of place and offer travellers an introduction to the cultural richness of Toulouse and its surroundings.

#### **4.4. Malmö Airport**

Malmö Airport, also known as Sturup Airport, is in the city of Malmö in southern Sweden. The third-largest city region in Sweden, where Malmö Airport is located, benefits from potential expansion more than other regions due to its proximity to Copenhagen. Second,

the aviation industry is most likely to expand in the future as urbanization continues in Sweden and the rest of the world. Finally, unlike Copenhagen Airport, which is in a densely populated area, Malmö Airport has unique access to the surrounding environment. Thus, Malmö Airport's ability to increase its runway capacity is improved, underscoring the significance of the airport's further expansion (Lunderup, 2015). As a regional airport, its cultural representation may be more limited compared to larger international airports. However, it still reflects certain aspects of local culture.

Scandinavian design is known for its minimalistic, functional, and aesthetic qualities. Malmö Airport's architecture and interior design may incorporate elements of Scandinavian design, such as clean lines, natural materials, and a focus on simplicity. This design style reflects the broader Scandinavian cultural identity. Malmö Airport may feature art displays or installations that showcase the work of local and regional artists. These displays can include paintings, sculptures, or other visual art forms, providing travellers with an opportunity to engage with local artistic expressions. This evidence the strong cultural identity of Scandinavian countries. The airport's dining options may offer a selection of regional Swedish dishes and Scandinavian cuisine. Travelers can enjoy traditional Swedish delicacies, such as Swedish meatballs, gravlax (cured salmon), smörgåsbord (a buffet of open-faced sandwiches), and various types of herring. The availability of regional cuisine allows passengers to sample the flavours of Sweden. Malmö Airport also incorporates signage and announcements in both Swedish and English, reflecting the bilingual nature of the country. This linguistic inclusion provides visitors with a glimpse of Swedish language and culture. Aviation, culture, and environment coexist side by side at Malmö Airport. Therefore, it's critical to make ongoing efforts to lessen the airport's harmful effects on the environment. The airport also offers brochures or information about local attractions, events, and cultural sites in and around Malmö.

The airport's shops and boutiques may feature Swedish souvenirs and products. These can include traditional Swedish crafts, textiles, fashion items, and local food products. Travelers can purchase authentic Swedish goods as mementos of their visit. Sweden is renowned for its dedication to environmental protection and sustainable methods (Arambula, 2023). Malmö Airport may emphasize environmental consciousness through initiatives such as recycling programs, energy-efficient facilities, and reduced carbon emissions. Malmö Airport, although being a secondary airport, can be appealing in an area with multiple airports if it provides better airport access. For non-resident passengers, who frequently use

public transportation as their mode of access, improvements to airport access are crucial. Many passengers using public transit at Malmö Airport nowadays are non-residents, adding to the significance of a robust train connection and public transportation system (Lunderup, 2015).



*Figure 13 - Malmö Airport (MMX) (Source: Malmö Airport Website)*

This reflects Sweden's cultural values regarding environmental stewardship. While Malmö Airport's cultural representation may be modest, it aims to provide a glimpse into Swedish culture and offer travellers a taste of local cuisine and design. The integration of art displays, regional cuisine, language inclusion, and sustainability initiatives contributes to the overall cultural experience at the airport. Once again, it is verified that local culture stands out the tendency for global normalization of the so-called future generation airports.

#### **4.5. East Midlands Airport**

East Midlands Airport, located in Leicestershire, England, serves as a major transportation hub for the East Midlands region. While the primary focus of the airport is on air travel, it also reflects certain aspects of local culture. East Midlands Airport often highlights elements of the region's cultural identity. This can include displays or exhibits highlighting the history, traditions, and landmarks of the East Midlands. It may provide information about local attractions, events, and cultural sites, encouraging visitors to explore the region further.

Historically, the most cost-effective way to transport freight domestically has been by road and rail. Due to improvements in the aviation sector, both domestic and international freight transportation is now cheaper because to greater capacity and decreased costs. The main regional airport for pure freight in the UK is East Midlands Airport (Petley, 2010).

The airport may feature art installations or exhibitions that showcase the work of local artists. These displays can encompass various art forms, including paintings, sculptures, photography, or digital media. The artwork provides passengers with an opportunity to engage with the vibrant artistic scene of the East Midlands. The airport's dining options may incorporate regional cuisine and local specialties. Travelers can sample traditional dishes from the East Midlands, which can include items like pork pies, stilton cheese, Bakewell tart, Melton Mowbray pork pies, or Derbyshire oatcakes. The availability of regional cuisine allows passengers to experience the flavours of the area. English is the predominant language in the East Midlands, and signage and announcements at the airport are primarily in English. However, the airport may also promote local dialects or accents through information displays or recordings that highlight the unique linguistic features of the region.

The East Midlands is known for its passion for sports, particularly football (soccer), cricket, and rugby. The airport may feature displays or memorabilia related to local sports teams, celebrating the region's sporting culture. This can help create a sense of local pride and identity for both residents and visitors passing through the airport. The airport's retail outlets often offer products and souvenirs that represent the local culture and heritage. These can include regional food products, beverages, crafts, clothing, or merchandise associated with local sports teams or landmarks. Travelers can purchase authentic East Midlands goods as mementos of their visit. East Midlands Airport actively engages with the local community, collaborating with local organizations, schools, and charities. This involvement can include educational initiatives, community events, and partnerships that promote the region's culture, history, and traditions, according to the East Midlands Airport Sustainable Development Plan (2015: 153-166) <sup>6</sup>.

There are numerous small airports in the UK that are essential to their local communities (Tyers et al., 2022). The 'lifeline' operations in the Highlands and Islands are among the services provided by these airports. These smaller airports frequently get governmental

---

<sup>6</sup> Retrieved from:  
[https://www.nwleics.gov.uk/files/documents/east\\_midlands\\_airport\\_sustainable\\_development\\_plan/East%20Midlands%20Airport%20Sustainable%20Development%20Plan.pdf](https://www.nwleics.gov.uk/files/documents/east_midlands_airport_sustainable_development_plan/East%20Midlands%20Airport%20Sustainable%20Development%20Plan.pdf)

subsidies because there are frequently not enough passengers there to support the operations of for-profit businesses.



*Figure 14 - East Midlands Airport (EMA) (Source: Love Derby)*

While the primary function of East Midlands Airport is to facilitate air travel, it strives to create a welcoming atmosphere that reflects the culture and identity of the East Midlands region. Through art displays, regional cuisine, community engagement, and other cultural elements, the airport aims to provide visitors with a sense of place and encourage them to explore the cultural richness of the area.

#### **4.6. Billund Airport**

Billund Airport, located in Billund, Denmark, is widely known as the gateway to LEGOLAND® and the birthplace of the LEGO® brick. As such, the airport reflects the region's strong connection to LEGO and Danish culture. Legoland, Lalandia, and the airport all contribute significantly to the transformation of Billund into a tourist destination, along with the local government and business association. In the past, transit travellers who stopped in Billund for a brief length of time on their route to other locations and day trippers who visited Legoland, which is close to the airport, accounted for most of the the city's tourism (Smink and Lassen, 2010).

Billund Airport often incorporates LEGO-themed decorations throughout its terminals. Visitors may find LEGO models, sculptures, and displays that demonstrate the creativity and iconic LEGO designs. These decorations serve as a reminder of the region's close association with the LEGO brand. The airport may feature dedicated play areas where children (and adults) can engage in LEGO building and play. These areas provide an opportunity to immerse oneself in the LEGO experience, fostering creativity and imagination.

Danish design is famous for its sophistication, clarity, and efficiency (Miriam, 2023). Billund Airport's architecture and interior design may reflect these characteristics, with clean lines, minimalist aesthetics, and the use of natural materials. This design style represents the broader Danish cultural identity. The airport's dining options may offer a selection of Danish cuisine and local specialties. Travelers can enjoy traditional Danish dishes like *smørrebrød* (open-faced sandwiches), *frikadeller* (meatballs), herring, and Danish pastries. The availability of regional cuisine allows passengers to experience the flavours of Denmark.

Billund Airport houses LEGO-themed retail outlets where visitors can purchase LEGO sets, merchandise, and collectibles. These stores offer a wide range of LEGO products, including exclusive sets and limited-edition items. LEGO enthusiasts can explore the world of LEGO and bring home a piece of this iconic Danish brand. The airport may incorporate signage and announcements in both Danish and English, reflecting the bilingual nature of Denmark. This linguistic inclusion provides visitors with a glimpse of Danish language and culture. The airport may also provide brochures or information about local attractions, events, and cultural sites in Billund and the surrounding areas. Denmark places a strong emphasis on sustainability and eco-friendly practices. Billund Airport may emphasize environmentally conscious initiatives such as recycling programs, energy efficiency measures, and reduced carbon emissions, according to Environmental and climate policy for Billund Airport<sup>7</sup> (2021). This commitment to sustainability aligns with Danish cultural values regarding environmental responsibility.

---

<sup>7</sup> Retrieved from: <https://www.bll.dk/media/ma2dnefj/environmental-and-climate-policy-for-billund-airport.pdf>



*Figure 15 - Billund Airport (BLL) (Source: Tapa Photo)*

The airport is essential to fulfilling the objective of bringing in more tourists to the region. First, this is accomplished by luring low-cost air carriers. Second, to ensure that Billund serves as both a starting point and a final destination (Smink and Lassen, 2010). While Billund Airport primarily serves as a transportation hub, it embraces the region's LEGO heritage and Danish culture. The integration of LEGO-themed decor, Danish design elements, culinary offerings, and sustainability initiatives contribute to a unique cultural experience for travellers passing through the airport. This example reiterates what has been observed: local airports highlight the sense of place because of a culturally emphasized atmosphere.

#### **4.7. Cologne Bonn Airport**

Cologne Bonn Airport, located in Cologne and Bonn, Germany, serves as a major international airport in the region. The airport itself may not have extensive cultural elements, but it acts as a gateway to the culturally rich cities of Cologne and Bonn. The region surrounding Cologne Bonn Airport is known for its vibrant Rhineland culture. This includes a unique combination of traditions, festivals, and a lively carnival culture. Visitors

may experience colourful parades, street performances, and lively celebrations during carnival season, known as Karneval or Fastelovend (Abbott, 2014).

Both Cologne and Bonn are cities with rich historical heritage. Visitors can explore iconic landmarks such as the Cologne Cathedral (Kölner Dom), a UNESCO World Heritage Site known for its Gothic architecture, and the Beethoven House in Bonn, the birthplace of composer Ludwig van Beethoven. These landmarks offer a glimpse into the historical and cultural significance of the region. Cologne and Bonn boast a vibrant art scene, with numerous museums and galleries. In Cologne, the Museum Ludwig houses an extensive collection of modern and contemporary art, including works by Picasso and Warhol. Bonn is home to the Beethoven-Haus Museum, dedicated to the life and work of Ludwig van Beethoven. Art enthusiasts can immerse themselves in the diverse artistic offerings of the region. Both cities have a strong musical heritage. Cologne is renowned for its Cologne Philharmonic Orchestra, which performs classical and contemporary music. The city also hosts the annual Cologne Summer Festival, featuring open-air concerts and performances. Bonn celebrates the Beethoven Festival, paying homage to the renowned composer through a series of concerts and events.

The region offers a variety of culinary specialties. Visitors can indulge in Kölsch beer, a light and crisp beer style specific to Cologne. Traditional dishes like Himmel un Ääd (Heaven and Earth) and Sauerbraten (marinated pot roast) can be savoured in local restaurants. Additionally, the region is known for its vibrant food markets, where visitors can sample regional products and flavours. Both cities host a range of cultural events throughout the year. These include music festivals, theatre performances, art exhibitions, and Christmas markets. The airport acts as a transportation hub for those attending or participating in these events, offering convenient access to the cultural experiences. Operators at CGN claim that a change in their approach to raise their proportion of LCC traffic is what caused their passenger volume to rise. Their plan did, in fact, pay off in terms of increased passenger volume (Hancioglu, 2008).



*Figure 16 - Cologne Bonn Airport (CGN) (Source: Cologne Bonn Airport Website)*

While Cologne Bonn Airport itself may not have extensive cultural elements, it serves as a gateway to the culturally vibrant cities of Cologne and Bonn. Visitors passing through the airport can easily explore the region's rich heritage, immerse themselves in the local traditions, and engage with the artistic and musical offerings of the area. The airport integrates – as a platform - the pluricultural informed towns. It is a link, a node, not exactly a place. So far, this study, shows that the more multiculturally oriented the town served by the local airport is, the more a-cultural the airport prevail.

#### **4.8. Luxembourg Airport**

Luxembourg Airport, also known as Luxembourg Findel Airport, serves as the main international gateway to the Grand Duchy of Luxembourg. The country, which is in the centre of Europe, has a rich history, picturesque landscapes, and a culture that has been impacted by its three immediate neighbours - Belgium, Germany, and France. While the airport itself may not have an extensive cultural presence, it still reflects certain aspects of pluriculturalism. Luxembourg is a multilingual country, and this linguistic diversity is often reflected at the airport. Signs, announcements, and information displays are typically available in multiple languages, including Luxembourgish, French, German, and English.

This linguistic inclusivity represents the multicultural and multilingual nature of the country. Also, it is known for its modern and efficient design. The terminal buildings often incorporate sleek architecture, clear signage, and spacious layouts, providing a comfortable and user-friendly experience for travellers. The design reflects Luxembourg's reputation as a prosperous and well-organized country.

The airport's dining options may offer a selection of Luxembourgish cuisine, as well as international dishes. Travelers can sample local specialties such as Judd mat Gaardebounen (smoked pork collar with broad beans), F'rell Am Rèisleck (trout in Riesling sauce), or Gromperekichelcher (potato fritters). The availability of local cuisine allows passengers to experience the flavours of Luxembourg. The shops and boutiques often feature Luxembourgish products, including traditional crafts, souvenirs, and food items. Travelers can purchase items such as handmade textiles, Luxembourgish wines, chocolates, and other local delicacies, allowing them to take a piece of Luxembourg's culture home with them. In addition, they have art installations or exhibitions that highlight the work of local and international artists. These displays can include paintings, sculptures, or other visual art forms, providing passengers with an opportunity to engage with artistic expressions and cultural diversity.



*Figure 17 - Luxembourg Airport (LUX) (Source: Delano News)*

Luxembourg is renowned as a global financial centre, and the airport may have banking and financial service facilities catering to business travellers. This reflects the country's strong

financial sector and its role as a hub for international finance and investment. While Luxembourg Airport primarily serves as a transportation hub, it aims to provide a comfortable and efficient experience for travellers while also incorporating elements of Luxembourg culture. The integration of multilingualism, local cuisine, Luxembourg products, art displays, and a focus on efficient design contribute to a sense of the country's identity and hospitality. This is, hence, an example of airport where the sense of place is felt.

## CHAPTER V – THE CASE OF FRANCISCO SÁ CARNEIRO AIRPORT

---

Francisco de Sá Carneiro Airport, also known as Porto Airport (IATA: OPO) is an international airport located near Porto, Portugal. Originally named Pedras Rubras Airport, after the name of the location where it is located, Pedras Rubras ("red rocks"), the airport surrounding Porto opened its doors in 1945. In the area, people still refer to it by this name. Rich soils allowed for the growth of a variety of cereals on the ground where the airport was originally constructed (ANA: Aeroportos de Portugal, 2007). The airport was renamed in 1990 in honour of Francisco de Sá Carneiro, the former prime minister of Portugal, who perished in an aircraft accident on December 4, 1980, while traveling to this airport<sup>8</sup>. The airport serves as a major gateway to the northern part of Portugal and is the second-busiest airport in the country. Porto Airport is a modern and well-equipped airport that plays a vital role in connecting Porto to domestic and international destinations. With its ongoing development and expansion, it continues to serve as an important transportation hub for northern Portugal (Costa, 2021). The airport has a single passenger terminal that serves both domestic and international flights. It offers a range of facilities, including shops, restaurants, duty-free stores, car rental services, and banking facilities and is well-connected to the city centre and surrounding areas by various transportation options, including taxis, buses, and the Metro do Porto, a light rail system and has been subject to various expansion and improvement projects over the years to accommodate the increasing number of passengers and improve the overall travel experience.



*Figure 18 - Francisco Sá Carneiro Airport (Source: Afaplan)*

---

<sup>8</sup> Retrieved from: <https://www.porto-airport-car-rental.com/the-history-of-porto-airport-francisco-de-sa-carneiro-airport/>

Porto Airport presents a rich cultural tapestry of Portugal in its own unique way. As travellers' step into this bustling gateway to northern Portugal, they are greeted by a blend of contemporary and traditional elements that reflect the country's heritage. The airport's architecture seamlessly integrates modern design with a nod to Portuguese aesthetics, featuring clean lines and ample natural light that evokes a sense of spaciousness and serenity. Passengers can savour the flavours of Portugal at the airport's restaurants, which offer a delectable array of local cuisine, including the famous *Porto wine*, traditional pastries like *Pastéis de Nata* and restaurants that serve their most known dish, *Francesinha*. The warm and friendly hospitality of the airport staff further showcases the Portuguese spirit of warmth and welcome. Porto Airport not only serves as a transportation hub but also as an inviting introduction to the cultural delights that await travellers as they explore the vibrant city of Porto and the surrounding region.

## 5.1. General Data

According to VINCI Airports<sup>9</sup>, 13,1 million passengers have been received in 2019, at Francisco Sá Carneiro airport. Internal reorganization has increased security and added space in the centre. To improve the comfort and allure of the commercial offer for travellers, new merchant offers have been introduced and rearranged around this main area. It was also designated the best airport in its region by ACI in 2023, the "ASQ Best airport by size and region" award. Porto Airport received ACA 4+ certification the same year, the highest level in the ACI's environmental evaluation program. This certification recognizes airports that have fully accounted for and reported direct and indirect CO<sub>2</sub> emissions connected to their activities and operations, considerably decreased direct emissions, offset residual direct emissions, and begun to reduce indirect emissions.

Since LCC's debut, the supply of services at Oporto Airport has greatly risen. Major changes in the air transportation industry were brought about by the expansion of LCCs' routes and frequencies. This change in demand behaviour also had a favourable impact on the growth of other activity sectors, such as tourism (Almeida, 2011).

---

<sup>9</sup> Retrieved from: <https://www.vinci-airports.com/en/airports/porto-airport>

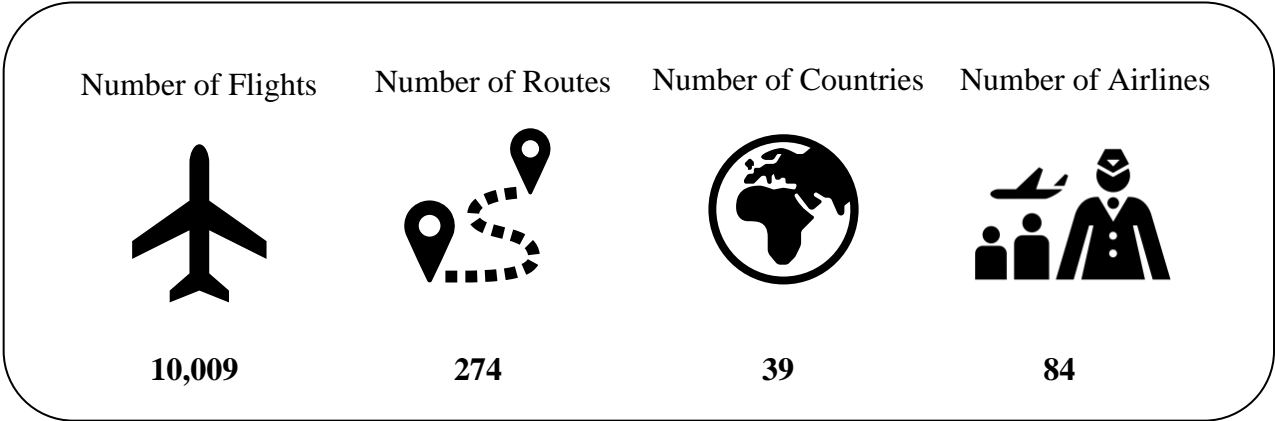
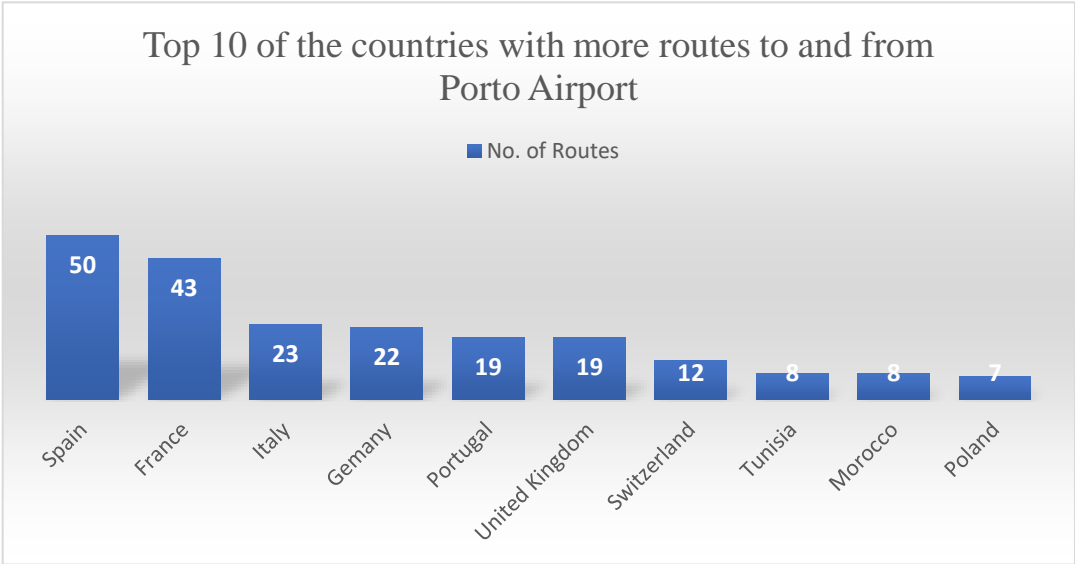


Figure 19 - Statistics from Porto Airport (Source: Porto Airport, July 2023)

In terms of Porto Airport Passenger Volume, there has been a great change over the years after the pandemic in 2020 and data from Porto Airport demonstrates that 12,589,572 passengers used Porto Airport in 2022 representing an increase of 117.54% compared to 2021 (5,787,247) and 1,410,778 passengers used Porto Airport in June 2023 representing an increase of 15.13% compared to June 2022 (1,225,391).<sup>10</sup>

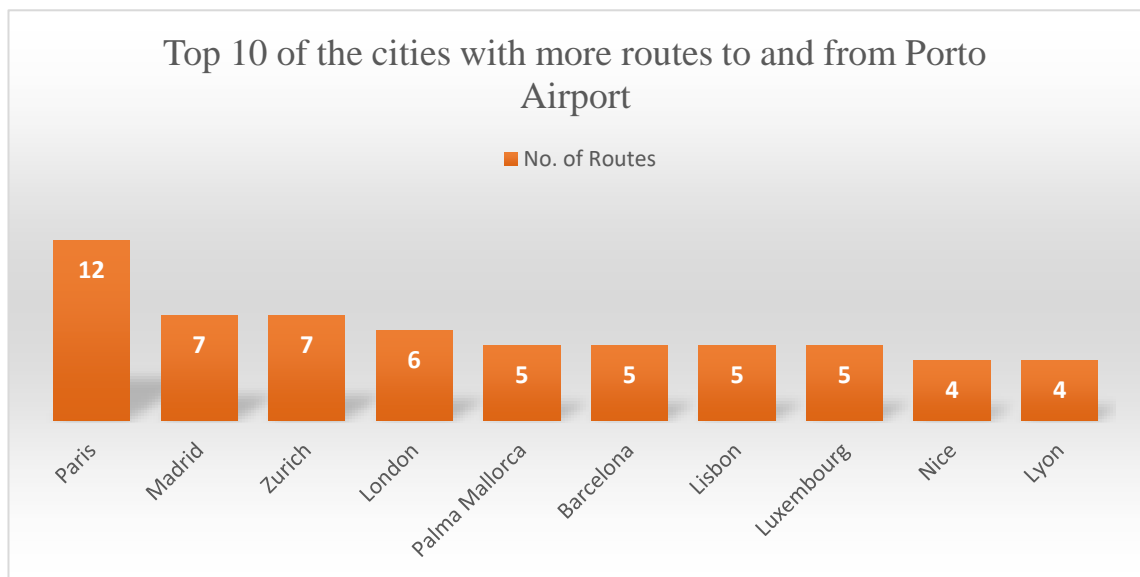


Graphic 1 - Top 10 of the countries with more routes to and from Porto Airport (Source: Porto Airport, July 2023)

<sup>10</sup> Data retrieved from: <https://portoairport.com/statistics/>

In relation to the number of the routes in all countries flying in and out of Porto, Spain is in the first place with 50 routes and Poland is in the last place of the top 10 countries.

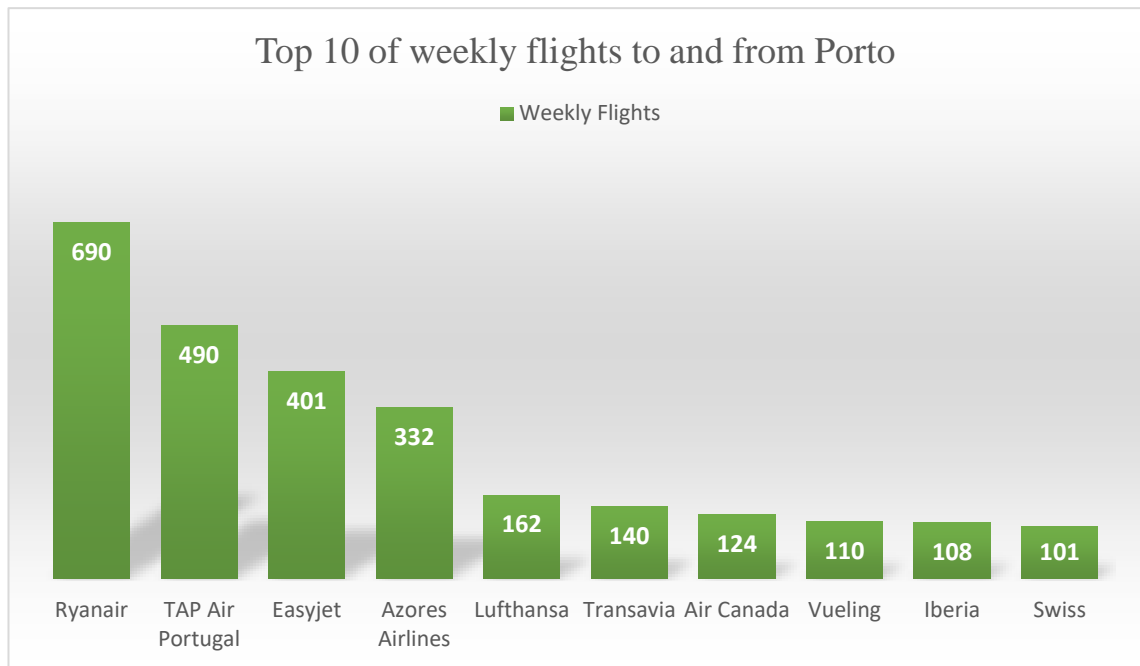
In comparison with the number of domestic and international flights, there is a huge difference in the routes flying to and from Porto. According to Porto Airport Statistics, only 6,9% of routes are domestic, losing for 93,1% of international routes, mainly in Europe (Porto Airport, 2023).



**Graphic 2 - Top 10 of the cities with more routes to and from Porto Airport** (Source: Porto Airport, July 2023)

Paris is the famous destination with more routes arriving and leaving Porto. Also, many of the destinations mentioned in the graphic are from Low-Cost Carriers, that play an important role in the Porto Airport, for example, Nice and Lyon from EasyJet.

Regarding compliance with flight schedules, the statistics for the month of July 2023 show that 1,945 flights were on time, it means that they arrived before or at the scheduled time; 2,935 flights were late (up to 1 min - 2hrs 59mins); 21 flights were very late, which means more than 3 hours of delay and 49 flights were cancelled before arriving on this month (*Ibidem*).



**Graphic 3 - Top 10 of weekly flights to and from Porto** (Source: Porto Airport, July 2023)

Regarding airlines, we can consider Ryanair the biggest booster of low-cost companies in the Porto region with 690 flights weekly. Currently, there are a range of LCCs operating in Oporto airport, of which Ryanair is the one offering more destinations in Europe, especially in France and Spain.

## 5.2. The Impact of the Airport on Porto City

Porto Airport have seen a considerable increase in the number of passengers and tourists visiting them thanks to the liberalization of European airspace, which followed the lead of the United States. Thus, air management regulations have had a significant impact, and it will be future policies that determine its success as well. The Porto Airport is a significant driver of regional growth and development in this regard, according to the city council, Câmara Municipal do Porto (2019).

The presence of Francisco de Sá Carneiro Airport in Porto has had a significant impact on the city in various aspects: The airport plays a crucial role in driving the local economy. It serves as a gateway for international travellers, attracting tourists and business visitors to the city and the wider region of Northern Portugal. The influx of tourists contributes to the

growth of the hospitality industry, including hotels, restaurants, and tourism-related services. Additionally, the airport facilitates trade and cargo transportation, supporting businesses and fostering economic development.

The airport's connectivity has significantly boosted tourism in Porto. The city's rich history, vibrant culture, and UNESCO World Heritage sites, such as the historic centre of Porto and the Douro River Valley, attract visitors from around the world. The main assets of the location are the rich cultural legacy of Porto and the surrounding area, as well as the ongoing development of its tourist infrastructure. Because of its increasing popularity among tourists, Oporto and the Douro Valley were named the Best European Destination by Lonely Planet in 2013 (Carballo-Cruz and Costa, 2014). The airport's accessibility and direct flights to numerous destinations have made Porto a more appealing destination, leading to increased tourism revenue and cultural exchange. Francisco de Sá Carneiro Airport enhances Porto's connectivity with other national and international destinations. It enables easy access for both residents and visitors, connecting them to various domestic and international flights. The airport's infrastructure and transportation links, including the metro station, provide convenient travel options for passengers, improving the city's overall transportation network. The airport serves as a major employer, directly and indirectly generating job opportunities for the local population. Beyond airport operations, it stimulates related industries, such as airlines, ground handling services, logistics, and retail. The presence of the airport supports a diverse range of employment, from pilots and flight attendants to airport staff, maintenance workers, and retail employees.

The airport's growth and expansion have influenced the development of surrounding areas. The infrastructure improvements, including road networks and public transportation, have been extended to accommodate the increasing passenger flow. The airport's expansion has also encouraged investment in nearby commercial zones and the development of supporting services and facilities. Francisco de Sá Carneiro Airport has contributed to the overall development of the Northern Portugal region. It serves as a central transportation hub, connecting Porto to other national and international destinations. This connectivity facilitates business activities, trade, and investment, encouraging regional development and attracting companies to establish their presence in the area. Porto Airport still has opportunity to expand despite its recent rapid growth. In the upcoming years, airport demand will increase as Porto and the northern region of Portugal consolidate as a multiproduct

tourism destination. The demand for city vacations has been steadily increasing (Carballo-Cruz and Costa, 2014).

Ryanair operates flights to Francisco Sá Carneiro Airport, which serves as the primary international gateway to the Porto region. By offering affordable fares, Ryanair has made air travel accessible to a broader range of people who might not have considered flying to Porto otherwise. This has opened opportunities for both leisure and business travellers to visit the region. The company has continually expanded its route network to and from Porto, connecting the region to various destinations across Europe. This expansion has not only increased travel options for locals but has also attracted tourists from different countries to explore the Porto region. Ryanair's low-cost model has made it easier for visitors to access the region, promoting tourism and economic growth. Since Ryanair began operating out of Oporto Airport, supply has significantly increased. They only flew to five destinations in 2006, 33 direct connections were made in 2012, and 71 trips to and from Porto are available in 2023 (Porto Airport Statistics, 2023).

The availability of affordable flights through Ryanair has contributed to a significant increase in tourism in the Porto region. More travellers have been drawn to visit popular attractions like the historic city centre of Porto, the Douro Valley vineyards, and the picturesque coastal areas. This influx of tourists has had positive economic impacts, supporting local businesses, creating job opportunities, and revitalizing the tourism industry. Ryanair's operations in Porto have enhanced regional connectivity. By offering flights to secondary airports in nearby cities, Ryanair has facilitated travel within the region and beyond. This has made it easier for locals to explore neighbouring countries and for tourists to include multiple destinations in their itineraries. Improved regional connectivity contributes to a more accessible and interconnected travel experience, and, consequently to a cultural revisitation. On one hand, the ancestralism of the region is highlighted, on the other, is it consensual that a cross-culturalism is occurring in Porto, due to the inflow of different cultures brought either by visitors or several sorts of migrants, i.e., refugees, digital nomads, students or investors.<sup>11</sup>

---

<sup>11</sup> Retrieved from: Refugees: [https://youth.europa.eu/solidarity/placement/33320\\_is](https://youth.europa.eu/solidarity/placement/33320_is) | Digital nomads: <https://dnaportugal.pt/> | Foreign investment in Porto: <https://www.porto.pt/en/news/porto-boosts-countrys-attractiveness-in-the-subject-of-foreign-investment>

Besides, the company's presence in the Porto region has influenced the overall pricing dynamics of air travel in the area. Other airlines operating in the region have had to adjust their pricing strategies to remain competitive. This increased competition has ultimately resulted in more affordable fares, benefiting travellers who have more options and lower costs when planning their trips. Ryanair's affordable flights have encouraged cultural exchange between the Porto region and other European destinations. The influx of people from diverse countries and cultures, i.e., tourists and visitors, as well as foreigners who have come to work or study and research in Porto has provided opportunities for locals to engage with several cultural, entrepreneurial and societal identities, fostering cross-intercultural understanding and promoting a more diverse and inclusive society. According to Nathalie Risacher, all these factors combined have also articulated the idiosyncrasies of the town with new societal possibilities:

Quality of life was a factor that differentiated Porto from other European cities, due to the important weight it has nowadays in choosing a job by the new generation of people. Porto offers a balanced combination of these factors and has proven to be the ideal location to develop our new project. (*apud* CMP, 2019: 27)

Porto underwent through a significant transformation that happened in both directions: the appreciation of Classified Heritage was a draw for tourists who started to visit Porto, also benefiting from the airport's proximity and the rise in low-cost travel, and the presence of an increasing number of international citizens, although posing risks that should be evaluated, constitute a significant incentive for urban rehabilitation and the creation of infrastructures and facilities (Rodrigues, 2021). Because Porto has always been a city full of commercial activity and stands on four key pillars of development and attraction, the Northern Portugal area benefits from the city's enormous investment and growth in the service economy: (1) The inhabitants in the area are warm, welcoming, open, diverse, and tolerant; (2) the area is also commonly regarded as safe and stable; (3) a strategically positioned and well-connected region is northern Portugal. It provides numerous ways to get throughout its cities rapidly as well as to numerous significant places across the globe; (4) a sizable portion of the higher education and R&D institutions in Porto are gathered in the area that will soon be called the "Porto Innovation District" (Câmara Municipal do Porto, 2019).

According to Câmara Municipal do Porto, in “A Magnet for Investment” (2019), the development and attractiveness pillars of Porto and Northern Portugal are the economy, by being openness to innovation, a competitive and business-friendly environment prosperous start-up ecosystem, clusters of highly skilled individuals, it is a city with a quality of life, by being a location that is safe, friendly, and tolerant, with an excellent weather, the cost of living is low, liveliness and variety of culture and a renowned cuisine. Also, the good infrastructures strategically placed with a strong network of public transportation and low office rental fees and superior products and finally, the talent with highly skilled and adaptable workers, superior academic institutions, as well as centres and resources for research with a high language proficiency and affordable labour costs. Such a sympathetic city behaves an empathetic airport, either merely as a node of connection or barely anticipatory of what the passenger is about to experience (OECD, 2018).

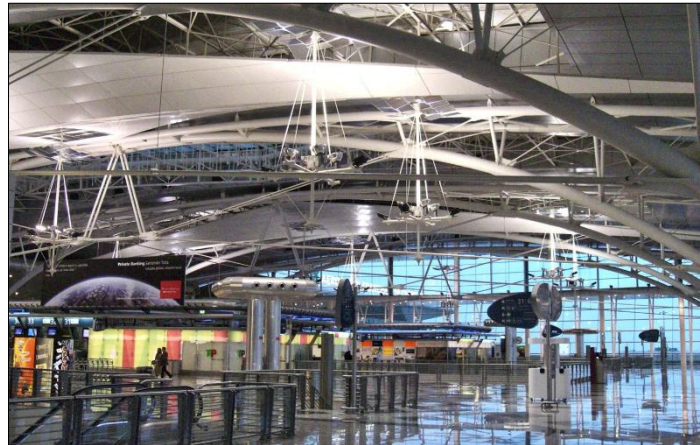
### **5.3. Porto Airport: Non-Place or Intercultural Place?**

Depending on the viewpoint and evaluation criteria, Porto Airport may be viewed as either a Non-Place or an Intercultural Place.

The French anthropologist Marc Augé is credited with popularizing the term Non-Place in his 1995 book "Non-Places: Introduction to an Anthropology of Supermodernity". Spaces of transience and anonymity that lack a strong feeling of identity or social connection are referred to as Non-Places as mentioned before, in chapter II. These locations are frequently connected to consumerism, modernization, and transportation centers. According to this viewpoint, an airport might qualify as a Non-Place due to the following features: Airports are busy areas where people come and depart swiftly, frequently for brief durations, and are primarily concerned with traveling. Lack of relationships and a sense of anonymity might be brought on by the steady stream of passengers from various backgrounds. Lack of identity, as well as: similar designs, architecture, and services are common in airports, what creates a generic ambience that does not reflect a particular cultural character.

The two next images (*figure 20 and figure 21*) are examples of Non-Places that are present in Porto Airport, described as an interchangeable space where human beings remain anonymous and do not have enough identity to be considered “places” (Marc Augé, 1995).

In this airport, and in general, we can find these spaces not considered Places in the main areas, where normally people drop their baggage at check-ins or even the spaces where people can wait for their flight, closer to the boarding gates. Also, at arrivals when people pick their luggage from the baggage claim, this space is included as a Non-Place inside the airport.



*Figure 20 - Non-Place at Porto Airport (Check-In) (Source: Travel in Portugal)*



*Figure 21 - Non-Place at Porto Airport (Boarding gate) (Source: Airport Spotting)*

If we admit that cross cultural exchanges occur in even the smallest airports, we may ask ourselves why is Porto a Place?

An Intercultural Place refers to a space where people from different cultures come together and interact, fostering cross-cultural exchanges and mutual understanding. It occurs when people who have been exposed to several cultures interact. From this perspective, an airport could be considered an intercultural place because of the diversity: airports are hubs where travelers from all over the world converge, leading to a rich tapestry of cultural diversity.

The interaction: passengers, airport staff, and service providers often interact with individuals from different cultural backgrounds, which can lead to cross-cultural exchanges. Because of the cultural representations of a homeland: some airports incorporate cultural elements from the local region, showcasing art, cuisine, and traditions, thereby promoting intercultural experiences.

The images below (*figure 22 and figure 23*) are examples of intercultural places in Porto Airport. In the first one is demonstrated a typical restaurant where people can eat the famous *Francesinha*, which is the most popular dish in the city or drink a national beer, *Super Bock*. Also, there are other restaurants available that serve Portuguese typical food and snacks. In the second figure is presented a handicraft store in the Airport which has national products and jewelry that can be like souvenirs for tourists and normally these kinds of shops are very requested for them. These spaces of the airport have a meaningful impact for the city because the national identity is present, and tourists or visitors can try and experience the culture while staying in the airport.



*Figure 22 - Intercultural Place (typical restaurant) (Source: Porto Airport Website)*



*Figure 23 - Intercultural Place (handicraft store) (Source: Porto Airport Website)*

Actually, Porto Airport can be viewed as a mix of both concepts. While it certainly exhibits Non-Place characteristics due to its transient and generic nature, it also serves as an intercultural place where people from diverse backgrounds come together and potentially engage in cross-cultural interactions. The perception of Porto Airport as a Non-Place or intercultural place may vary depending on the individual's experiences and observations within the airport environment.

Porto airport induces to the culture that the passenger is about to experience in a less virtual place. In that sense, this is already a Place, although it combines characteristics of Non-Place, since it is already considered an international airport and displays globalized standard characteristics of the future generation airports. Nevertheless, it presents cultural informed idiosyncrasies that induce an expectation of a strong culturally abreast destiny, i.e., a Place, where like in every airport, where a language is heard – local, regional or international.

Porto airport - OPO – because of the influence of cultural and business affairs recalls to the English listening perception of the definite article “o” plus Porto – Oporto. Since it has an intercultural influence<sup>12</sup>. Then, its name, “Aeroporto Francisco Sá Carneiro” immediately activates in the passenger an impulse to wonder and research who this name means in terms of inheritance. Remarkably, we are onwards a Non-Place that is simultaneously a node to a Place.

---

<sup>12</sup> Lisboa is not anticipated by any article, i.e., “a”, otherwise it would be listened as “Alisboa”.



In this exploration of local airports as global intercultural interfaces, with the aim of starting a reflection on the hallmark of Porto Airport as a node of articulation among cultures and trades. Porto Airport, or Francisco Sá Carneiro Airport, serves as a microcosm of a larger global trend, where airports have evolved into intercultural gateways that transcend their primary function of transporting people and goods. This essay has engaged with a range of cultural perspectives and empirical evidence to support the contention that local airports, like Edinburgh or Cologne Bonn airports, are critical players in shaping the global landscape through intercultural interactions. The study of this airports as a case of local airports functioning as global interfaces underscores the crucial role these transportation hubs play in connecting localities to the broader world. The research has demonstrated that Porto Airport serves as more than just a regional entry and exit point; it serves as a vital connection for economic, cultural, and social exchanges between the local community and the global sphere. Through an examination of the airport's infrastructure, operations, and impact on the surrounding region, this thesis has illuminated the intricate web of interactions that shape the airport's significance as a global interface.

The airport's ability to attract international flights, facilitate transcontinental trade, and foster cross-cultural interactions has positioned it as a microcosm of the larger trends shaping our interconnected world. As demonstrated by the airport's role in driving regional economic growth, enhancing tourism, and encouraging innovation, the global interface function of local airports transcends mere transportation to become a motivation for regional development and global integration.

Nonetheless, this dissertation also acknowledges the challenges that Porto Airport and similar local airports face. Balancing the imperatives of sustainable growth, environmental stewardship, and community engagement remains a delicate task. Moreover, ongoing technological advancements and shifts in travel patterns will continue to reshape the dynamics of these local airports as global interfaces, necessitating adaptability and foresight.

In essence, the exploration of Porto Airport as a case study emphasizes the intricate interplay between the local and the global, where a regional airport can emerge as a vibrant gateway to the world. As societies become increasingly interconnected, recognizing the crucial role of regional airports in facilitating this interconnectedness will be essential for fostering sustainable development, enriching cultural exchange, and navigating the complexities of this globalized era.

This study has underscored how these seemingly local transportation hubs transcend their geographical confines to become dynamic gateways that bridge regional communities with the global arena. These airports facilitate not only the physical movement of people and goods but also serve as catalysts for economic growth, cultural exchange, and social interactions. The case studies presented have demonstrated that regional airports possess the unique capability to amplify regional development by connecting local businesses and industries to international markets, thereby stimulating economic vitality.

Furthermore, the present work also has highlighted the evolving nature of local airports in response to shifts in technology, travel patterns, and global dynamics. It has become evident that successful regional airports must embrace innovation, sustainable practices, and effective management strategies to navigate the complex landscape of global connectivity while remaining responsive to the needs and aspirations of their local communities.

However, it also acknowledges that challenges persist, such as the need for balancing increased air traffic with environmental sustainability and minimizing disruptions to local communities. The ongoing evolution of regional airports into global interfaces requires a concerted effort from stakeholders ranging from airport authorities and governments to local communities and environmental organizations. Collaborative planning and engagement will be crucial in ensuring that the growth of regional airports is both beneficial and sustainable. In summary, the research illuminates the vital role that these airports play in fostering regional development and global integration. By serving as conduits for economic, cultural, and social interactions, local airports stand as emblematic symbols of our interconnected world. As we continue to witness the transformation of global travel and trade, understanding and harnessing the potential of regional airports as global interfaces will remain essential in shaping a more connected and prosperous future, already mentioned as Supermodernity. Sometimes, it is observed that the intercultural nodes already have their routines in globally standardized Non-Places, with an Heteronomous Culture, without having lost its cultural emblems, being thus a characteristic Place. Paradigmatic of this is Porto Airport.

To conclude, airports could be an observatory of how, in a globalised world, the path to a unique culture could be. Brands of accommodation groups, such as Ibis or Axis or even supermarkets with great global power do not have a unique culture, since they are similar to each other in every corner of the world, that serve as temporary locations that human actors travel through as unknown people but do not personally connect with or identify with, once

again in line with Marc Augé's theory. Airports are spaces that can be observed, which can be Non-Places and can be identified as structures that modify distance and temporary hubs created primarily to facilitate the effective flow of people and things. Paradoxically, yet, they also act as distinctive cultural intersections where visitors can take in a wide range of world influences. Airports are rich with cultural cues that provide a fascinating window into the world outside, despite their rather impersonal appearance. These spaces are little melting pots that capture a microcosm of the diversity of the world. Travelers can have a brief taste of other cultures in these transitional areas, which will extend their perspectives and help them understand the interdependence of our globalized world.

*“Walking through an airport is the only way to be  
somewhere and nowhere at the same time.”*

[Delphine Léger] - Kapelke-Dale, Rachel (2021) *The Ballerinas*



A Bonnie Welcome Awaits at Edinburgh Airport. (n.d.) *Historic Environment*. Retrieved October 24, 2023, from <https://www.historicenvironment.scot/about-us/news/a-bonnie-welcome-awaits-at-edinburgh-airport/>

Abbot, E. (2014). *Cologne Carnival's Alternative Stunksitzung: Carnivalization? Meta-Carnival? Or Bakhtinian Restoration?* [Graduate Center, City University of New York (CUNY)]

ACI Europe (2023). *European Regional Airports: Sustainably Connecting People, Places and Products*. Available in: <https://www.aci-europe.org/downloads/resources/EUROPEAN%20REGIONAL%20AIRPORTS%202023.pdf>

Adamson, M. (2013). Why should airports care about the passenger experience? *DKMA Blog* <http://www.dkma.com/blog/?p=7>

Akgüç, M., Beblavý, M. & Simonelli, F. (2018, May 15). Low-Cost Airlines: Bringing the EU closer together. *Centre for European Policy Studies*. <https://www.ceps.eu/ceps-publications/low-cost-airlines-bringing-eu-closer-together/>

Almeida, C. R. (2011). The new challenges of tourism airports: The case of Faro airport. *Tourism & Management Studies*, 7, 109-120. [https://www.researchgate.net/publication/289673035\\_THE\\_NEW\\_CHALLENGES\\_OF\\_TOURISM\\_AIRPORTS\\_THE\\_CASE\\_OF\\_FARO\\_AIRPORT](https://www.researchgate.net/publication/289673035_THE_NEW_CHALLENGES_OF_TOURISM_AIRPORTS_THE_CASE_OF_FARO_AIRPORT)

ANA, ed. (January 2007), Plano Director: Aeroporto Francisco Sá Carneiro [Porto]. Porto, Portugal: ANA Aeroportos de Portugal, p. 1, archived from the original (PDF) on 23 november 2023

Ang, L. (1998). Doing cultural studies at the crossroads: Local/global negotiations. *European Journal of Cultural Studies*, 1(1), 13–31. <https://doi.org/10.1177/136754949800100102>

Aragão, C. (2015). *Low-Cost Carriers: The Case of Oporto Airport and its Touristic Impact in the Region*. [Degree in Management from the NOVA – School of Business and Economics].

Arambula, A. (2023, September 6). Travel With Me to Sweden! (Win A Free Trip). *Touristsecrets*. <https://www.touristsecrets.com/travel-guide/adventure/travel-with-me-to-sweden-win-a-free-trip/>

- Augé, M. (1992). *Non-lieux: introduction à une anthropologie de la surmodernité*. Impr. Hérissé. [https://bibliotheques.paris.fr/Default/doc/SYRACUSE/224182/non-lieux-introduction-a-une-anthropologie-de-la-surmodernite?\\_lg=fr-FR](https://bibliotheques.paris.fr/Default/doc/SYRACUSE/224182/non-lieux-introduction-a-une-anthropologie-de-la-surmodernite?_lg=fr-FR)
- Augé, M. (2008). *Non-Places: An Introduction to Supermodernity*. Trans. John Howe. London: Verso
- Auge, Marc. (1995). *Non-Places: An Introduction to Supermodernity*. London: Verso.
- Barry, B. (2001). *Culture and Equality: An Egalitarian Critique of Multiculturalism*. Philpapers.org. <https://philpapers.org/rec/BARCAE-3>
- Bailey, J., & Kupietzky, J. (2023, August 12). *Passenger Experience: 6 Design Priorities for Airports*. Simple Flying. <https://simpleflying.com/6-design-tips-airport-passenger-experience/>
- Berry, J. W., Poortinga, Y. H., Breugelmans, S. M., Chasiotis, A., & Sam, D. L. (2009). *Cross-Cultural Psychology*. Ed. 2 <https://doi.org/10.1017/cbo9780511974274>
- Berti, A. (2018, December 11). *Can cultural differences impact passenger satisfaction?* Airport Technology. <https://www.airport-technology.com/features/passenger-satisfaction-in-airports/?cf-view>
- Bianchi, R., & Stephenson, M. (2014). Tourism and Citizenship: Rights, Freedoms and Responsibilities in the Global Order. *In Google Books*. Routledge. <https://books.google.pt/books?hl=pt-PT&lr=&id=4qTpAgAAQBAJ&oi=fnd&pg=PP1&dq=Bianchi>
- Billund Airport*. (2023). Wwww.bll.dk. <https://www.bll.dk/en/>
- Bloice, L., Baxter, G., & Gray, D. (2017). Report on the social and cultural importance of remote and peripheral airports. *Rgu-Repository.worktribe.com*. <https://rgu-repository.worktribe.com/output/246807/report-on-the-social-and-cultural-importance-of-remote-and-peripheral-airports>
- Bott, S., Cantrill, G. J., Myers, and E. O. Jr. (2003). Place and the Promise of Conservation Psychology. *Human Ecology Review*, 10(2), 100-112 <https://doi.org/10.1016/j.sbspro.2015.01.073>

Budhyarto, M. (2011). A Sense of (Non)Place: Rethinking the 'Generic City' in terms of the Habit-body. *Melintas*, 147-160

Burova, A et al. (2019). Promoting local culture and enriching airport experiences through interactive storytelling. *MUM '19: Proceedings of the 18th International Conference on Mobile and Ubiquitous Multimedia*, 26, 1-7

Button, K. J. (1988) High-technology companies: An examination of their transport needs. *Progress in Planning*, 29, 79–146.

Button, K. J. (2002) Debunking some common myths about airport hubs. *Journal of Air Transport Management* 8, 177-188.

Button, K. J. (2009). The role of small airports in economic development. *Acanços do Transporte Aéreo Brasileiro*, 643-657

Câmara Municipal do Porto, 2019: *Porto A Magnet for Investment* p:27. Available in: [https://issuu.com/cmporto/docs/investporto-porto\\_magnet\\_for\\_invest](https://issuu.com/cmporto/docs/investporto-porto_magnet_for_invest)

Câmara Municipal do Porto, *Porto and Northern Portugal: A magnet for investment*. EY Attractiveness Survey 2019 Portugal Regional. Available in: <https://www.cmporto.pt/files/uploads/cms/cmp/9/files/1612459867-3e2Ko2gAEo.pdf>

CMP. (2023, September 15). *Porto boosts country's attractiveness in the subject of foreign investment*. [Www.porto.pt](https://www.porto.pt). <https://www.porto.pt/en/news/porto-boosts-countrys-attractiveness-in-the-subject-of-foreign-investment>

“Can Cultural Differences Impact Passenger Satisfaction? - Airport Industry Review | Issue 38 | December 2018.” *Airport.nridigital.com*,

[airport.nridigital.com/air\\_dec18/can\\_cultural\\_differences\\_impact\\_passenger\\_satisfaction](https://airport.nridigital.com/air_dec18/can_cultural_differences_impact_passenger_satisfaction).

Cappelletti, A. (2021). *Beyond the terminals: How airports are helping strengthen communities and promote culture*. Stantec website <https://www.stantec.com/en/ideas/beyond-the-terminals-how-airports-are-helping-strengthen-communities-and-promote-culture>

Caraballo, L. (2012). *Cultures in Transition*. Encyclopedia of Diversity in Education, Sage Publications

Carballo-Cruz, F. & Costa, V. (2014). Success factors of regional airports: The case of

- Oporto airport. *Tourism & Management Studies*. TMStudies, 10(1)
- Caver, V. (2020). "Airports - Cultural Ambassadors." Thesis, Georgia State University. <https://doi.org/10.57709/17494431>
- Casey, E. S. (1993). Getting Back into Place: Toward a Renewed Understanding of the Place-world. *In Google Books*. Indiana University Press. [https://books.google.pt/books/about/Getting\\_Back\\_Into\\_Place.html?id=s7QsBo5IHqAC&redir\\_esc=y](https://books.google.pt/books/about/Getting_Back_Into_Place.html?id=s7QsBo5IHqAC&redir_esc=y)
- Charisma, T. (2021, June 30). Cultural appropriation vs cultural appreciation: what's the difference? *Harper's Bazaar, Part of The Hearst UK Fashion & Beauty Network* <https://www.harpersbazaar.com/uk/culture/a36798089/cultural-appropriation-vs-cultural-appreciation/>
- Chepp, V. (2012). Art as Public Knowledge and Everyday Politics the Case of African American Spoken Word. *Humanity & Society* 36(3): 220-250 <https://doi.org/10.1177/0160597612451240>
- Cohen, A. (1994). Culture, identity and the concept of boundary. *Revista de Antropologia Social*, 3. Madrid: Universidad Complutense de Madrid. DOI:10.5209/rev\_RASO.1994.v3.11296
- Colomer, L. (2018). Feeling like at home in airports: Experiences, memories and affects of placeness among Third Culture Kids. *Applied Mobilities*, 5(2), 155-170 <https://doi.org/10.1080/23800127.2018.1436636>
- Coll, D., and Lucas P. (2023, March 20). Small airports and the bottom line. *Airports Council International Magazine* <https://airport-world.com/small-airports-and-the-bottom-line/>
- Costa, C. (2021). The impact of the COVID-19 outbreak on the tourism and travel sectors in Portugal: Recommendations for maximising the contribution of the European Regional. *European Comission*. [https://www.portugal2020.pt/wp-content/uploads/ccosta\\_for\\_ec.covid-19.report\\_txt.final\\_.pdf](https://www.portugal2020.pt/wp-content/uploads/ccosta_for_ec.covid-19.report_txt.final_.pdf)
- Costa, D. (2020). *Experiências de turismo de luxo: a perspetiva dos portugueses*. [Master thesis. Universidade Europeia, Lisboa]
- Costa, V. (2020). Tourism and air transport - an economic evaluation of the Oporto Airport expansion project. *Tourism & Management Studies*, 16, 35-42.

- Costa, V., & Almeida, C. (2018). Low-cost carriers and tourism destinations development: case study of Oporto, Portugal. *Tourism & Management Studies*, 14(2), 7–15. <https://doi.org/10.18089/tms.2018.14201>
- Cruz, A., Seo, Y. & Scaraboto, D. (2023). Between Cultural Appreciation and Cultural Appropriation: Self-Authorizing the Consumption of Cultural Difference. *Journal of Consumer Research*, *ucad022*, <https://doi.org/10.1093/jcr/ucad022>
- Dam, A. (2019). Diversity and its decomposition into variety, balance and disparity. *Royal Society open science*, 6(7), [190452]. <https://doi.org/10.1098/rsos.190452>
- Destinovate (2023): *Tourism Development for Small Towns - Destinovate*. Destinovate.com. Retrieved from <https://destinovate.com/small-towns>
- DNA Portugal – *Digital Nomads Association Portugal*. (n.d.). <https://dnaportugal.pt/>
- Doganis, R., (2010). *Flying off Course: The Economics of International Airlines*, fourth ed., *Routledge*. London.
- East Midlands Airport official website, live flight information, car parking & booking flights*. (n.d.). East Midlands Airport. <https://www.eastmidlandsairport.com/>
- East Midlands Airport Sustainable Development Plan: East Midlands Airport (Part of M.G.A). [https://www.nwleics.gov.uk/files/documents/east\\_midlands\\_airport\\_sustainable\\_development\\_plan/East%20Midlands%20Airport%20Sustainable%20Development%20Plan.pdf](https://www.nwleics.gov.uk/files/documents/east_midlands_airport_sustainable_development_plan/East%20Midlands%20Airport%20Sustainable%20Development%20Plan.pdf)
- Economic Crisis, International Tourism Decline and its Impact on the Poor. (2013). *World Tourism Organization (UNWTO)*. <https://doi.org/10.18111/9789284414444>
- Edinburgh Airport - Where Scotland Meets the World*. (n.d.). Undefined. <https://www.edinburghairport.com/>
- Environmental and Climate Policy for Billund Airport: *Sustainable development*. (2021, January 26) Available in: <https://www.bll.dk/media/ma2dnefj/environmental-and-climate-policy-for-billund-airport.pdf>
- Esteves, A. (2014). *O Impacto do Aeroporto Francisco Sá Carneiro no Desenvolvimento da Região Norte*. [Dissertação de Mestrado. Universidade Lusófona de Humanidades e Tecnologias. Escola de Ciências Económicas e das Organizações, Lisboa].

- Esteves, C. (2017, June 3). Aeroportos e o senso de lugar. *The Future of Things*: Blog. Available in: <https://ofuturodascoisas.com/aeroportos-e-o-senso-de-lugar/>
- Falcus, M. (2019, July 15). 10 European Regional Airports You Should Visit. *Airport Spotting* <https://www.airportspotting.com/10-european-regional-airports-you-should-visit/>
- Fernandes, A. (2017, April 6). Low-cost airlines have democratized travel. It's time airports did their part. *Economic Progress, World Economic Forum* <https://www.weforum.org/agenda/2017/04/low-cost-airlines-have-democratized-travel-it-s-time-airports-did-their-part/>
- Forsyth, P. (2006). Martin Kunz Memorial Lecture, Tourism benefits and aviation policy. *Journal of Air Transport Management*, 11, 3–13. 10.1016/j.jairtraman.2005.09.001
- Fragoso, B. (2016, April 18). Politics and Activism: Cultural Appropriation Vs. Cultural Appreciation. *Odyssey* <https://www.theodysseyonline.com/cultural-appropriation-vs-cultural-appreciation>
- Garcia-Lorenzo, L. (2001). *Cultural Transitions: Organisational Change and its Impact in Culture*. [Degree Thesis. Department of Social Psychology. London School of Economics and Political Science, University of London]
- Gertner, R. (2019). The impact of cultural appropriation on destination image, tourism, and hospitality. *Thunderbird International Business Review* 61(2) <https://doi.org/10.1002/tie.22068>
- Gracyk, T. (2007). *Listening to Popular Music: Or How I Learned to Stop Worrying and Love Led Zeppelin*. Ann Arbor: University of Michigan Press.
- Green, R (2007) Airports and economic development. *Real Estate Economics*. 35: 91-112. <https://doi.org/10.1111/j.1540-6229.2007.00183.x>
- Grinnell College. (2015). What is a Subculture? – Subcultures and Sociology. *Grinnell.edu*. <https://haenfler.sites.grinnell.edu/subcultural-theory-and-theorists/what-is-a-subculture/>
- Grosu-Rădulescu, L. M. (2012). Multiculturalism or transculturalism? Views on cultural diversity. Bucharest Academy of Economic Studies

- Halpern, N. and Graham, A. (2016) “Factors affecting airport route development activity and performance.” *Journal of Air Transport Management*. Part B. 56: 69-78. 10.1016/j.jairtraman.2016.04.016
- Hancioglu, B. (2008). The Market power of Airports, Regulatory Issues and Competition between Airports. *German Airport Performance*. Berlin School of Economics
- Harris, J. (2019, June 29). Democratization of Global Travel – It’s a Small World After All. *Joshua A. Harris, Ph. D.*: Web Blog Post. Retrieved from: <https://jharrisphd.com/2019/06/29/democratization-of-global-travel-its-a-small-world-after-all/>
- Harrison, A., Popovic, V., Kraal, B., and Kleinschmidt, T. (2012) Challenges in Passenger Terminal Design: A conceptual model of passenger experience, in Israsena, P., Tangsantikul, J. and Durling, D. (eds.), *Research: Uncertainty Contradiction Value - DRS International Conference 2012*, 1-4 July, Bangkok, Thailand.
- Harvey, M., McIntyre, N., Moeller, M., & Sloan, H. (2012). Managerial self-concept in a global context: An integral component of cross-cultural competencies. *Journal of Leadership & Organizational Studies*, 19(1), 115-125. <https://doi.org/10.1177/1548051811431826>
- Herriges, D. (2019, November 19). Visualizing Place vs. Non-Place. *Strong Towns* <https://www.strongtowns.org/journal/2019/11/19/visualizing-place-vs-non-place>
- Hilton, M. (2004). The legacy of luxury. Moralities of consumption since the eighteenth century. *Journal of Consumer Culture*, 4 (1), 101–123. doi: 10.1177/1469540504040906
- Hynes, E. (2023, July 23). How to Avoid Cultural Appropriation in Travel. *Pina travels* <https://pinatravels.org/cultural-appropriation-in-travel/>
- Holmes, K. (2016). Cultural Appreciation vs. Cultural Appropriation: Why it Matters. *Greenheart International* <https://greenheart.org/blog/greenheart-international/cultural-appreciation-vs-cultural-appropriation-why-it-matters/>
- Howell, E. (2023, August 4). How airports can change how we think of places. *City Monitor* <https://citymonitor.ai/transport/how-airports-can-change-how-we-think-places-3878>
- Internal market*. (n.d.). Transport.ec.europa.eu. [https://transport.ec.europa.eu/transport-modes/air/internal-market\\_en](https://transport.ec.europa.eu/transport-modes/air/internal-market_en)

- International Civil Aviation Organization (2016). *Air Transport Liberalization and The Economic Development of the Countries*. Economic Commission, Working Paper
- Kapelke-Dale, R. (2021). *The Ballerinas*. St. Martin's Press.
- Kasarda, J. (2001) *Airport World. Chapter 1 in Airport Cities: The Evolution*. London: Insight Media.
- Kymlicka, W. (1989). Liberalism, Community, and Culture. *Philpapers.org*. <https://doi.org/10.1086/293476>
- Kymlicka, W. (2012). *Multiculturalism: Success, failure, and the future*. Washington, DC: Migration Policy Institute.
- KORSTANJE, M. (2009). Non-places and Tourism: Towards an understanding of travel. *Antrocom*, 5(2), 103-106
- Lai, L. Y., Said, I., & Kubota, A. (2013). The Roles of Cultural Spaces in Malaysia's Historic Towns: The Case of Kuala Dungun and Taiping. *Procedia-Social and Behavioral Sciences*, 85, 602-625 <https://doi.org/10.1016/j.sbspro.2013.08.389>
- Lampreia dos Santos, M. J. P., Mendes-Ribeiro, M., Marques, I. A., & Pereira, J. M. (2015). Portuguese Airport Efficiency Analysis: The Case Study of Oporto. *Mediterranean Journal of Social Sciences*. <https://doi.org/10.5901/mjss.2015.v6n6s2p390>
- Lefebvre, H. (1991) *The Production of Space*. Oxford: Blackwell. <https://iberian-connections.yale.edu/wp-content/uploads/2020/04/The-production-of-space-by-Henri-Lefebvre-translated-by-Donald-Nicholson-Smith.pdf>
- Lin, J. C. (2020). *Understanding Cultural Diversity and Diverse Identities*. The Springer Encyclopedia of the United Nations Sustainable Development Goals: Quality Education, Springer. DOI:10.1007/978-3-319-69902-8\_37-1
- (2023, September 15). *Love at First Sight* (M. Harrison & J. Klotz, Eds.) [Review of *Love at First Sight*]. Netflix.
- Lunderup, A. (2015). *Intermodal Airport Access: A Multiple Case Study Research of a Future Travel Center at Malmö Airport with Railway Connection*. [Tryckt i Sverige av Media-Tryck, Lunds Universitet].

*Luxembourg Airport - lux-Airport*. (2022, August 6). *Www.lux-Airport.lu*. <https://www.lux-airport.lu/>

Macário, R. et al. (2008). *Impact of Low-Cost Operation in the Development of Airports and Local Economies*. [Instituto Superior Técnico, Universidade Técnica de Lisboa, Portugal]

Maclachlan, M. (2021, August 18). The Myth of Monoculturalism. *Country Navigator* <https://www.countrynavigator.com/blog/the-myth-of-monoculturalism/>

Malhotra, M. (2023, July 2). The rise of slow travel- Embracing a more deliberate and mindful approach to travel. *The Times of India: Blog*. <https://timesofindia.indiatimes.com/blogs/voices/the-rise-of-slow-travel-embracing-a-more-deliberate-and-mindful-approach-to-travel/>

Mammadova, T. (2021). *Cultural Diversity in Cross-Cultural Settings: A Global Approach*. Cambridge Scholars Publishing

Masjutina, S. (2016, May 24). Destination Branding: How to Create a Sense of Place in Airports. *TPBO* <https://placebrandobserver.com/how-to-create-sense-of-place-airports/>

Masjutina, S. (2017, May 21). Airport Branding. Creating a Sense of Place in Airports. *Medium* <https://svetlanamasjutina.medium.com/airport-branding-creating-a-sense-of-place-in-airports-63a7b80e1749>

Maslen, R. (2013, May 2). Toulouse Blagnac Airport – The Future as a Legacy. *Aviation Week Network* <https://aviationweek.com/air-transport/airports-networks/toulouse-blagnac-airport-future-legacy>

McPherson, B. (2017, July 19). A Bonnie Welcome Awaits at Edinburgh Airport. *Historic Environment Scotland*. <https://www.historicenvironment.scot/about-us/news/a-bonnie-welcome-awaits-at-edinburgh-airport/>

Merriman, P. (2004). Driving Places: Marc Auge, non-places and the geographies of England's M1 motorway. *Theory, Culture & Society*. SAGE, London, Thousand Oaks and New Delhi, 21(4/5): 145–167. DOI: 10.1177/0263276404046065

Merritt, A. & Maurino, D. (2004). Cross-Cultural Factors in Aviation Safety. *Cultural Ergonomics, Advances in Human Performance and Cognitive Engineering Research* 4, 147–181.

- Miriam (2023, April 21). 12 mind-blowing places for nature in Denmark. *Adventurous Miriam*. <https://adventurousmiriam.com/nature-in-denmark/>
- Mobile Payments in Travel & Tourism: Unlocking the Potential*. (2019). [https://wttc.org/Portals/0/Documents/Reports/2019/Security\\_and\\_Travel\\_Facilitation\\_Seamless\\_Travel\\_Journey\\_Mobile\\_Payments\\_in\\_Travel\\_and\\_Tourism\\_Mar\\_2019.pdf?ver=2021-02-25-182803-757](https://wttc.org/Portals/0/Documents/Reports/2019/Security_and_Travel_Facilitation_Seamless_Travel_Journey_Mobile_Payments_in_Travel_and_Tourism_Mar_2019.pdf?ver=2021-02-25-182803-757)
- Momir, B. et al. (2015). The Importance of Cross-Cultural Knowledge. *Procedia - Social and Behavioral Sciences* 197, 722 – 729. <https://doi.org/10.1016/j.sbspro.2015.07.077>
- Muggleton, D., & Weinzierl, R. (2003). The Post-Subcultures Reader. In *Google Books*. Berg Publishers. [https://books.google.pt/books/about/The\\_Post\\_Subcultures\\_Reader.html?id=nqid6rLH\\_KwC&redir\\_esc=y](https://books.google.pt/books/about/The_Post_Subcultures_Reader.html?id=nqid6rLH_KwC&redir_esc=y)
- Niewiadomski, P. (2020). Agentisation of airports and the pursuit of regional development in Poland. *European Urban and Regional Studies*, 27(2), 171-188. <https://doi.org/10.1177/0969776419832065>
- Oberg, K. (1960) Cultural Shock: Adjustment to New Cultural Environments. *Practical Anthropology*, 7, 177-182. <https://doi.org/10.1177/009182966000700405>
- O'Donoghue, T. (2022, May 29). The Democratization of Tourism. *Green Matters in Jackson Hole*, 10, 6-7 [https://issuu.com/riverwind/docs/green\\_matters\\_in\\_jackson\\_hole\\_spring\\_2022](https://issuu.com/riverwind/docs/green_matters_in_jackson_hole_spring_2022)
- OECD (2018), Skills Strategy Implementation Guidance for Portugal: Strengthening the Adult-Learning System, OECD Skills Studies, OECD Publishing, Paris, <http://dx.doi.org/10.1787/9789264298705-en>.
- Okin, S. M. (1991). Review of Liberalism, Community, and Culture, by W. Kymlicka. *Political Theory*, 19(1), 123–129. <http://www.jstor.org/stable/191742>
- Pacheco, A. (2018). "Inter-Cultural Issues in Air-Ground Communication: A Case Study – Triggers for Miscommunication" *International Civil Aviation English Association*. 8. <https://commons.erau.edu/icaea-workshop/2018/thursday/8>

- Pantouvakis, A. & Renzi M. F. (2015). Exploring different nationality perceptions of airport service quality. *Journal of Air Transport Management* 52, 90-98. DOI: 10.1016/j.jairtraman.2015.12.005
- Petley, R., (2010). *The East Midlands in 2010: transport and infrastructure*. Irep.ntu.ac.uk. <https://irep.ntu.ac.uk/id/eprint/542/>
- Porto Airport Facts & Figures*. (n.d.). Porto Airport. Retrieved October 24, 2023, from <https://portoairport.com/statistics/>
- Pot, F. J. & Koster S. (2022). Small airports: Runways to regional economic growth? *Journal of Transport Geography*, 98 <https://doi.org/10.1016/j.jtrangeo.2021.103262>
- Proulx M. J., Todorov O. S., Taylor Aiken A, and de Sousa A. A. (2016) Where am I? Who am I? The Relation Between Spatial Cognition, Social Cognition, and Individual Differences in the Built Environment. *Front. Psychol.* 7:64. doi: 10.3389/fpsyg.2016.00064
- Ralph, E. et al. (2020). Access to Small Airports and the Impact on Regional Growth in the UK. *Current Urban Studies* 8 (1), 24-56. DOI: 10.4236/cus.2020.81002
- Redondi, R. Malighetti, P and Paleari, S (2011) Hub competition and travel times in the world-wide airport hub. *Journal of Transport Geography*. 19 (6): 1260-1271. <https://doi.org/10.1016/j.jtrangeo.2010.11.010>
- Redondi, R. Malighetti, P and Paleari, S (2013) European connectivity: the role played by small airports. *Journal of Transport Geography*. 29: 86-94. DOI: 10.1016/j.jtrangeo.2013.01.010
- Refugees Welcome to Portugal 2023*. (n.d.). European Youth Portal - European Commission. Retrieved October 24, 2023, from [https://youth.europa.eu/solidarity/placement/33320\\_is](https://youth.europa.eu/solidarity/placement/33320_is)
- Rodrigues, L. (2021). Simbioses Turístico-Culturais – A Cidade do Porto a Redescobrir-se. *Instituto Superior Politécnico Gaya*, 28, 6-23. <http://hdl.handle.net/10400.26/38849>
- Rosa, T. et al. (2017). Low-Cost Carriers Socio-Economic Impact in Tourism Development: The Case of Faro's Airport. Hinterland. *TOURISM SPECTRUM*, 3(5), 29-40.
- Roseau, N. (2012). Airports as urban narratives, Towards a cultural history of global infrastructures. *Transfers* 2(1). DOI:10.3167/trans.2012.020104

- Rozaimie, A. (2018). Cultural Variations and Socio-Ecocultural Understanding on Cross-Cultural Adaptation. *The Qualitative Report*, 23(10), 2538-2551. <https://doi.org/10.46743/2160-3715/2018.2900>
- Ryan M. A. (2023, August 9). 5 Reasons Why Low-Cost Carriers Aren't That Bad. *Simple Flying* <https://simpleflying.com/low-cost-carriers-advantages-list/>
- Sá, T. (2014). Lugares e não lugares em Marc Augé. *Tempo soc.* 26 (2) <https://doi.org/10.1590/S0103-20702014000200012>
- Santos, M. J. et al. (2015). Portuguese Airport Efficiency Analysis: The Case Study of Oporto. *Mediterranean Journal of Social Sciences*, 6(2), 390-395. DOI: 10.5901/mjss.2015.v6n6s2p390
- Schmeler, E. (2023, July 27). How Can Small Towns Attract More Tourists. *Jeff Hurt Blog*. <https://www.jeffhurtblog.com/small-towns-attract-more-tourists/>
- Scot, Alan. (2022). A brief note on dominant culture and subculture. *Global Journal of Sociology and Anthropology*, 11 (2), 001.
- Sidabutar, U. (2020). *Cross Culture Understanding*. [Fakultas Keguruan dan Ilmu Pendidikan, Universitas Hkbp Nommensen].
- Silverstein, M., Fiske, N., & Butman, J. (2003). Trading Up: The New American Luxury. In *Google Books*. Portfolio. [https://books.google.pt/books/about/Trading\\_Up.html?id=KUxYkiZx7DYC&redir\\_esc=y](https://books.google.pt/books/about/Trading_Up.html?id=KUxYkiZx7DYC&redir_esc=y)
- Smink, C., & Lassen, C. (2010). *Environmental Perspectives on Aeromobility and the Development of Experience Spaces*. Paper presented at Knowledge Collaboration & Learning for Sustainable Innovation ERSCP-EMSU conference, Delft, Netherlands. <http://repository.tudelft.nl/conferencepapers/>
- Sorkin, M. (1992). "Introduction: Variations on a Theme Park". In Sorkin, Michael (ed). *Variations on a Theme Park: The New American City and the End of Public Space*. Noonday Press: New York, pp. xi-xv.
- Stewart, E. C. (2012). Cultural dynamics pioneer. *International Journal of Intercultural Relations*, 36(6), 869-884. <https://doi.org/10.1016/j.ijintrel.2012.08.012>

Suau-Sanchez, P., Burghouwt, G., (2012). Connectivity levels and the competitive position of Spanish airports and Iberia's network rationalization strategy, 2001-2007. *Journal of Air Transport Management* 18, 47-53. <https://doi.org/10.1016/j.jairtraman.2011.08.004>

About Swedavia. (n.d.). [Www.swedavia.com](http://www.swedavia.com). Retrieved from: <https://www.swedavia.com/about-swedavia/>

Home | Aéroport Toulouse Blagnac. (n.d.). [Www.toulouse.aeroport.fr](http://www.toulouse.aeroport.fr). Retrieved from: <https://www.toulouse.aeroport.fr/en>

"The history of Porto Airport - Francisco de Sá Carneiro Airport". 23 November 2023.

Tupy, M. L. (2019, January 11). How Prosperity Democratized Global Tourism. *Human Progress*. Available in: <https://humanprogress.org/how-capitalism-brought-tourism-to-the-masses/>

Tyers, R., Grimwood, G. & Baker, C. (2022, April 5). Regional airports. *UK Parliament: House of Commons Library*. Available in: <https://commonslibrary.parliament.uk/research-briefings/sn00323/>

(2009, September 5). Up in the Air (D. E. Glauberman, Ed.) [Review of Up in the Air]. Paramount Pictures.

Varley P. et al. (2020). Tourism non-places: Bending airports and wildscapes. *Annals of Tourism Research* 80(1):102791. DOI:10.1016/j.annals.2019.102791

Varughese, G., Ostrom, E., (2001). The Contested Role of Heterogeneity in Collective Action: Some Evidence from Community Forestry in Nepal. *World Development* 29, 747–765.

VINCI Airports. (2016, May 19). VINCI Airports. <https://www.vinci-airports.com/en/vinci-airports>

VINCI Airports | Porto airport. (2017, September 13). *VINCI Airports*. <https://www.vinci-airports.com/en/airports/porto-airport>

Vinci Airports, (2021). Reasons for joining Vinci Airports, Available in: <https://www.vinci-airports.com/en/10-reasons-join-vinci-airports>

Wakeman, R. (1992). La Ville en Vol: Toulouse and the Cultural Legacy of the Airplane. *French Historical Studies*, 17(3), 769-790. <https://www.jstor.org/stable/i212730>

Ward, C., & Szabó, Á. (2019). Affect, behavior, cognition, and development: Adding to the alphabet of acculturation. In D. Matsumoto & H. C. Hwang (Eds.), *The handbook of culture and psychology*, 640–691. Oxford University Press. <https://doi.org/10.1093/oso/9780190679743.003.0020>

Wattanacharoensil, W. (2015). An Airport Experience Framework from a Tourism Perspective. *Transport Reviews* 36, 318-340. DOI:10.1080/01441647.2015.1077287

Williams, J. P. (2011). Subcultural Theory: Traditions and Concepts. In [www.academia.edu](http://www.academia.edu). [https://www.academia.edu/3729936/Subcultural\\_Theory\\_Traditions\\_and\\_Concepts](https://www.academia.edu/3729936/Subcultural_Theory_Traditions_and_Concepts)

Williams, Raymond, org. (2017). *Culture and Society*, Vintage Classics, Penguin Random House, UK [1958 / 1963]

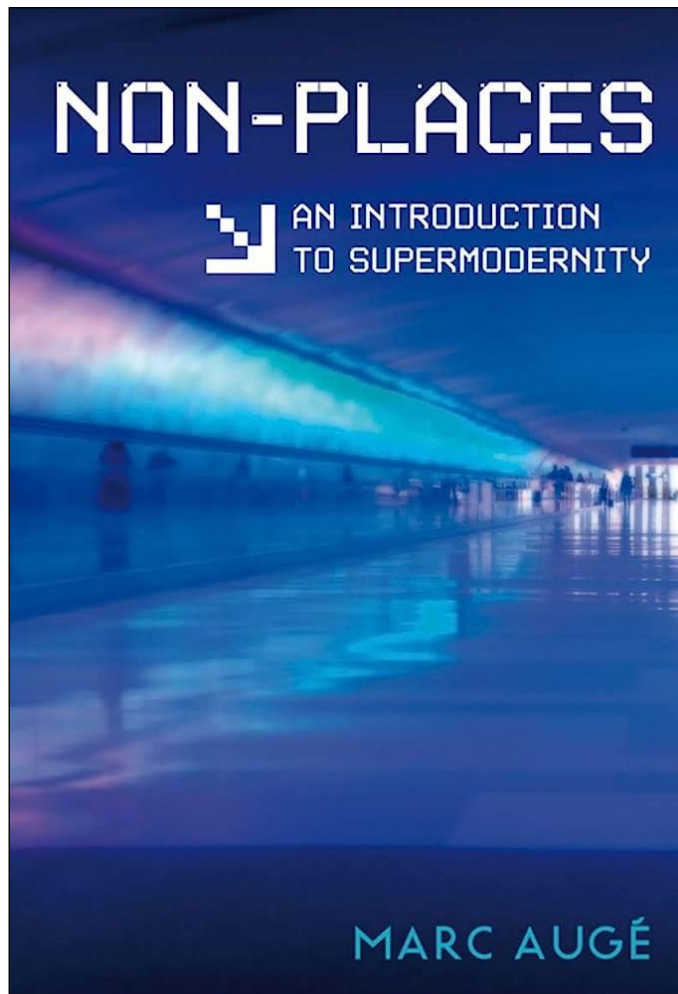
Wilson, T. C. (1986). Community Population Size and Social Heterogeneity: An Empirical Test. *American Journal of Sociology*, 91(5), 1154–1169. <https://doi.org/10.1086/228389>

Young, J. (2005). Profound Offense and Cultural Appropriation. *Journal of Aesthetics and Art Criticism* 63 (2): 135-146 <https://doi.org/10.1111/j.0021-8529.2005.00190.x>

Zaharia, S.E., Pietreanu, C.V., Pavel, A.P. and Boc, R.E., (2021). Globalization of Airport Management Groups. In: R. Pamfilie, V. Dinu, L. Tăchiciu, D. Pleșea, C. Vasiliu eds. 2021. *7th BASIQ International Conference on New Trends in Sustainable Business and Consumption*. Foggia, Italy, 3-5 June 2021. Bucharest: ASE, 698-704. DOI: 10.24818/BASIQ/2021/07/089



**Attachment I – Non-Places (An Introduction to Supermodernity) by Marc Augé**



# Attachment II – VINCI Airports Around the World

