

Contents

Abstract iii

Acknowledgements..... vii

Nomenclature xiii

List of Figures.....xix

List of Tablesxxix

1 Introduction 1

1.1 Technology assessment in early conceptual aircraft design1

1.2 Core research objectives and scope of thesis2

1.3 Structure of work3

2 Scenario planning in aircraft design5

2.1 Introduction and methodology5

2.2 Integrated scenario construction9

2.2.1 Integrated scenario modelling tasks 12

2.2.2 Quantitative scenario modelling 18

2.3 Process application22

2.4 Conclusion and outlook 28

3 Macro system air transport network model31

3.1 Existing work in the field32

3.2 The network transport problem 33

3.2.1 Commercial air transport operations34

3.2.2 Determination of discrete CAT operations in the global ATN.....35

3.3 Characterisation of the global aircraft fleet.....37

3.4 Node function characterisation 40

3.4.1 Network metrics 41

3.4.2 Node function metrics 44

3.5 Network development and analysis 48

3.6 Analysis of the major ATN regions and node functions..... 50

3.6.1 European network..... 50

3.6.2 North American network.....54

3.6.3 Latin American network	58
3.6.4 Southeast Asian and Southwest Pacific network	61
3.6.5 East Asian network	65
3.7 Network synthesis and conclusions	68
3.7.1 Network synthesis of the major ATN regions	68
3.7.2 Overall ATN characterisations and schematic diagrams	78
3.8 Airport capacity in the context of the macro-level ATN	83
3.8.1 Nodal transport performance	84
3.8.2 Node congestion metrics	88
3.8.3 Local airport analysis	90
3.8.4 Conclusions	96
4 Evolution of the global air transport network	99
4.1 Fleet model	100
4.1.1 Route model enhancement	101
4.1.2 Integration of the quantitative scenario model in the fleet model	102
4.2 Network evolutionary model	103
4.2.1 The fleet-nodal distribution problem	106
4.2.2 Network evolution parameters	111
4.2.3 Modelling the future network: application case network scenario 2040	114
4.3 Results of a growth-constrained network scenario in 2040	116
4.3.1 Detailed connectivity analysis and assessment of the major ATN regions	121
4.3.2 Network characterisation and schematic diagrams	127
4.4 Conclusions	131
5 Validation	133
5.1 Validation of the QSM	133
5.2 Validation of the fleet model	139
5.3 Validation of the network model	148
5.3.1 Validation of the aircraft clusters	148
5.3.2 Validation of the airport clusters	150
5.3.3 Validation of the network parameters	153
5.4 Conclusions	157
6 Summary	159
6.1 Key findings	159
6.2 Outlook	162
References	165
Appendix A List of aircraft clusters	175
Appendix B Intra-regional movement shares	181
Appendix C Distribution of hub-factor values	183
Appendix D Global network development	189

Appendix E Visualization: geographical layout197

Appendix F Network analysis of the ATN regions205

Appendix G Network synthesis of emerging ATN regions 233

Appendix H List of countries and allocated regions 237

Appendix I Network transport output 2040 243

Appendix J Historical node evolution.....249

Appendix K Node evolution limits in 2040 255

Appendix L Nodal-output connectivity scaling 259

Appendix M QSM sensitivity analysis results269

Appendix N Relative load and fill factor diagrams271

Appendix O Background network design and theory 273

Appendix P Deviation and relative errors of the QSM key factors 279

List of publications by the Author285

List of student theses supervised287