

## Milestone 5: Annotated Bibliography

Team: RIKVA

Member: Alan Wong, Kevin Li, Victoria Wu, Isabel Valencia, Rahul Verma

Data Set: Air Traffic

**Victoria: In what ways are social dynamics, such as experiences of discrimination, affecting air travel decisions of marginalized communities (based on race, gender, and/or religious affiliation)?**

[1] Sanford, C. (2018). “*LGBTQ Travelers.*” *Staying Healthy Abroad - A Traveler’s Guide* (pp. 121–126). University of Washington Press.

This chapter discusses the regulations and attitudes towards LGBTQ communities in different countries thereby providing a travel guide for LGBTQ passengers in preparation for travel. In particular, the section on Transportation Security Administration (TSA) guidelines highlights the challenges those people face, including physical pat-downs and body scanners, during their air travel experience. Because the time of the study is concurrent with our data set, the difficulties provide an example of discrimination experiences that might disproportionately influence some passengers' travel decisions.

[2] Paisley Currah and Tara Mulqueen. “Securitizing Gender: Identity, Biometrics, and Transgender Bodies at the Airport” *Social Research* 78(2011): 557-582

This article explains transgender people’s strait when TSA agents notice a discrepancy between the gender listed on someone's documents, the gender appearance suggested by the body scanner, or the individual's gender expression, it can lead to additional security procedures at the airport. The study incorporates a comprehensive account of past studies, interview quotes, and a theoretical framework of “scrutinization of identity”(p.566) that greatly disadvantages transgender communities. The claim from the article that aids to our thesis are that “a perceived mismatch between the gender marker on their ID and the gender they present is flagged as an anomaly... [which] automatically triggers higher levels of scrutiny.”(p. 562), and for some transgender people, “the fear of gender-based interrogation is so great that they have chosen not to fly.”(p.565). This could bridge the silence in the mainstream air consumer datasets that classify passengers' gender as binary, for instance in this 2018 Annual Airport Traffic Report published by The Port Authority of NY & NJ.

[3]

Bureau of Transportation Statistics. (2015). *Lowest numbers of tarmac delays on record in 2014*. Retrieved from <https://www.bts.gov/newsroom/lowest-numbers-tarmac-delays-record-2014>

Bureau of Transportation Statistics. (2016). *2015 airline consumer complaints up from previous year*. Retrieved from <https://www.bts.gov/newsroom/2015-airline-consumer-complaints-previous-year>

Bureau of Transportation Statistics. (2017). *2016 flight cancellation, mishandled baggage, and bumping rates are lowest in decades*. Retrieved from <https://www.transportation.gov/briefing-room/dot2017>

Bureau of Transportation Statistics. (2018). *2017 airline bumping rate lowest in decades*. Retrieved from <https://www.bts.gov/newsroom/2017-airline-bumping-rate-lowest-decades>

Bureau of Transportation Statistics. (2019). *Air Travel Consumer Report: December 2018, full year 2018 numbers*. Retrieved from <https://www.transportation.gov/briefing-room/dot1219>

These reports describe the annual performance of the U.S. air traffic industry in six different aspects. The source of the data is the same as our 2018 air traffic dataset therefore it allows for comparability by incorporating those figures into our analysis. Typically, the section on “Complaints about Discrimination” records the total number of complaints of the year, and starting from 2016, it also records the types of complaints. These data help us formulate the argument on the discriminative air travel experience of the underrepresented communities.

[4] Gillum, R. M. (2018). “*Identity and Discrimination: The Muslim American Experience*”. *Muslims in a Post-9/11 America* (pp. 91–118). University of Michigan Press.

In this study, the author delves into how counterterrorism and counter-violent extremism (CVE) strategies affect Muslim Americans' identity, belonging to the nation, and trust in law enforcement. According to the University of Michigan Press, is “one of the largest nationwide surveys of Muslim Americans to date”, and unlike most Muslim studies that only examine Arab Muslims, Gillum incorporated voices of Muslims from various ethnic and national affiliations. This holistic study provides insight into the discrimination such a minority group experienced during air travel, especially when “Complaints about being stopped in the airport were perhaps the most common reference to government mistreatment.” (p.104)

[5] Selod, S. (2018). “*Shifting Racial Terrain for Muslim Americans: The Impact of Racialized Surveillance*”. *Forever Suspect - Racialized Surveillance of Muslim Americans in the War on Terror* (pp. 125–133). Rutgers University Press.

The article explores how Muslim Americans have been affected by discrimination and identity issues after 9/11. Through stories and analysis, it looks at how Muslim Americans deal with identity issues and discrimination in the form of social exclusion, hate crimes, and social profiling. As oppressed populations, Muslim Americans are racialized groups where religious identity and racial identity intersect and gender also plays a role in their position on American racial hierarchy, and religious signifiers, such as hijab, mark them as the target of surveillance. The assertion that including Muslim men on the “Selectee List” at airports signals state surveillance, reinforcing stereotypes that link Islam to terror and necessitate intense monitoring services as important evidence of our research question regarding limited mobility for certain marginalized groups.

**Rahul: In what ways are social dynamics, such as experiences of discrimination, affecting air travel decisions of marginalized communities (based on race, gender, and/or religious affiliation)?**

[6] Stevenson, L. (2020). “*Racial Diversity in Aviation - Scholarly Commons.*” *Racial Diversity in Aviation.*

The study talks about racial diversity in the aviation workforce. It highlights how there hasn’t been much progress made since the 20th century, despite the rapid growth of the aviation industry. Minorities are underrepresented in the industry, and as a result, a lot of minorities may feel hesitant to travel. The important aviation occupations studied in this research paper include - aircraft pilot and flight engineer; air traffic controller and airfield operations specialist; aerospace engineer; avionics technician; and aircraft mechanic and service technician. All fields show an overrepresentation of white employees. This can potentially have the ‘trickle down effect’ and potentially discourage minorities from flying due to hesitancy, unfamiliarity, and the lack of their own representation in the industry.

[7] Abualnaja, N., & Nayer, G. (2019). "Do Muslim Americans support racial profiling at airports?" *Islamophobia Studies Journal*, 5(1). doi:10.13169/islastudj.5.1.0011

This study talks about the prevalence of racial profiling in airports, and how it has increased post the terror attacks. In particular, Muslim Americans have been targeted and subject to increased scrutiny. The paper mentions how innocent Muslim Americans have been discriminated against in metro cities’ airports, and talks about Muslim Americans’ support for such practices. Surprisingly, there was a robust support for racial profiling at airports by the religious minorities surveyed. This could indicate some form of internalization amongst the community and also serve as a means to prevent Muslims from flying as frequently as they like.

[8] Kim, L. (2017). Unreasonable Discrimination against Air Travel Passengers. *Washington University Journal of Law & Policy*.

This study talks about unreasonable discrimination against airline passengers, and how this discrimination has arisen as an unwanted consequence of ramping up national security. It refers to statistics regarding discrimination complaints sent to the Department of Transportation, and mentions how complaints are racking up over time. It also delves deep into the unjust situation, and mentions specific examples of discrimination in airlines, throwing light on how exactly Muslims, and other minorities may be discouraged to utilize air travel. It also draws parallel to discriminations faced in other modes of travel such as rail, and serves as a means to exploring and understanding a large-scale transportation issue which detrimentally affects flight frequency patterns.

**Kevin: How does the traffic of the busiest airports in the U.S. affect the livelihood of their immediate surrounding neighborhoods?**

- Note: Top five busiest airports in the U.S. -> Hartsfield Jackson, Dallas/Fort Worth, Denver, O'Hare, Los Angeles

[9] Chiodo, L. M., Eriksson, C., Eze, I. C., Foraster, M., Kallio, P., Lim, S. S., Mazaheri, M., Pearson, T., Penn, S. L., Psanis, C., Recio, A., Stieb, D. M., Thiesse, L., Veras, M. M., Wolfe, P. J., Barker, D. J., Barrett, S. R. H., Baudin, C., Canfield, R. L., ... Fajersztajn, L. (2019, June 10). Health effects of pollution on the residential population near a brazilian airport: A perspective based on literature review. *Journal of Transport & Health*. Retrieved from <https://www.sciencedirect.com/science/article/pii/S2214140518305784#sec3>

Scholarly study on the impacts of pollution on the residential population near a brazilian airport, and acknowledged that during the time of the study's publication, there were very few studies conducted on airport pollution. The study found that areas close to airports are more heavily polluted, and that these pollutants are not only caused by airplanes but also increased traffic around airports and their surrounding "airport" cities. The article also knowledges the harmful impact that airport pollutants have on the environment, suggesting that not only is air pollution detrimental to humans but it is detrimental to our environment. The study also acknowledges the presence of noise pollution, which is another cause of concern for the local inhabitants. The information from this study is hugely important in helping to narrow and identify our research aim.

- [10] Hudda, N., Gould, T., Hartin, K., Larson, T., & Fruin, S. (2014). Emissions from an international airport increase particle number ... ACS Publications.  
<https://pubs.acs.org/doi/10.1021/es5001566>

The above study references the abundance of emission particles found in communities more than 10 km away from the airport (LAX). This is due to the communities being downwind from the airport, and so the air pollutants travel from the airport to the communities and then settle there. The impacts of the pollutants settling on these urban communities with dense populations and crowded streets and buildings mean that these urban dwellers receive high impact on their quality of life. Our group intends to use the information from this study to support our claim that airport pollution is affecting communities at a wide scale and that these communities are already dealing with bad pollution levels from being so dense and urban.

- [11] Monteiro, D. J., Prem, S., Kirby, M., & Mavris, D. N. (2018, January 8). "REACT: A rapid environmental impact on airport community tradeoff environment." *2018 AIAA Aerospace Sciences Meeting*. Presented at the 2018 AIAA Aerospace Sciences Meeting, Kissimmee, Florida. doi:10.2514/6.2018-0263

A paper discussing the environmental impacts of airport expansion and the growth of the aviation industry. The paper utilizes census data from the U.S. government to motivate their claim that noise pollution will be a leading factor in preventing the aviation industry from expanding as the impact on human health will be a massive barrier. Can use information from their introduction and motivation section of the article to support our research question's findings. The rest of the paper cannot be used meaningfully as it just talks about REACT, their proposed solution for airports to measure their noise pollution and environmental impact.

Alan: **Does the abundance of natural resources in certain regions in America contribute to their economic prosperity, thereby enabling residents to afford and indulge in more frequent flights? How do we manage this in such a way that there shouldn't be a need for natural resources in order to be able to engage in frequent air travel?**

- [12] Aage, H. (1984). Economic arguments on the sufficiency of natural resources. *Cambridge Journal of Economics*, 8(1), 105–113. JSTOR.

This journal article delves into the debate over whether the world's natural resources are sufficient for its population. It explores various economic theories and arguments related to this topic, focusing on the implications for resource management and economic policy. This article is relevant to our questions as it examines economic perspectives on the sufficiency of natural resources for global needs, including economic prosperity and activities such as air travel. It provides crucial insights into how regions with abundant natural resources might leverage them for economic prosperity, potentially influencing the affordability and frequency of air travel.

- [13] Núñez Alfaro, V., & Chankov, S. (2022). The perceived value of environmental sustainability for consumers in the air travel industry: A choice-based conjoint analysis. *Journal of Cleaner Production*, 380, 134936. <https://doi.org/10.1016/j.jclepro.2022.134936>

This journal article examines the environmental impact of flights on consumer behavior, highlighting how transparent information about emissions can lead to more sustainable flying habits. This paper reveals that air travelers are more likely to pay extra for eco-friendlier flights and are willing to travel longer to reduce flight emissions. This research is relevant to our questions as it explores the role of environmental attributes in shaping how consumers value sustainability and adapt their travel habits. Furthermore, this article suggests that the future of air travel may increasingly depend on how regions with abundant natural resources utilize their assets and how consumers perceive and value these sustainability efforts.

- [14] Rasker, R., Gude, P. H., Gude, J. A., & Van Den Noort, J. (2009). The economic importance of air travel in high-amenity rural areas. *Journal of Rural Studies*, 25(3), 343–353. <https://doi.org/10.1016/j.jrurstud.2009.03.004>

This journal article discusses the importance of large population centers and their markets, accessed via air travel, for economic development. The findings described in the paper highlight the significance of airports in rural development and the challenges faced by communities isolated from markets and population centers. This article is relevant to our questions as it addresses how regions rich in natural resources often experience economic booms that can fund infrastructure development, thereby sustaining economic growth by improving access to markets. The findings emphasize the importance of using this infrastructure to connect remote areas with larger economic centers, facilitating business and economic growth.

Isabel: **Does the abundance of cultural and historical significance in certain regions in America contribute to their economic prosperity, thereby enabling residents to afford and indulge in more frequent flights? How do we manage this in such a way that there shouldn't be a need for historical significance to play a role in order to be able to engage in frequent air travel?**

- [15] Hansen, M. N. (2014). Self-made wealth or family wealth? Changes in intergenerational wealth mobility. *Social Forces; a Scientific Medium of Social Study and Interpretation*, 93(2), 457–481. doi:10.1093/sf/sou078

This article mainly focuses on the question, who becomes rich? In short, this article recognizes the rich getting richer and the rapidly growing disparity between the wealthy and poor. This article dives into the idea that generational wealth is attained by having wealthy parents and is

supported by the surrounding areas these families reside in. This piece of text is related to our questions as it addresses how cultural and historical significance (and wealth) contribute to residents' wealth and allows them to engage in many more wealthy-like activities, such as air travel.

[16] Wike, R., Fetterolf, J., Fagan, M., & Gubbala, S. (2023). International travel. In *Attitudes on an Interconnected World: Exploring views about international engagement, travel and closeness to others around the globe* (pp. 24–31). Pew Research Center. <http://www.jstor.org/stable/resrep57307.6>

This research report focuses on different groups of people with varying levels of income and their data on traveling internationally. The report suggests that people in higher-income countries are more likely to have traveled more than people with lower income. It also suggests that people with more education are more likely to have traveled more. This report can connect to our research question with why certain countries are able to travel more and the statistical data it can provide.

[17] Jaeger, M. (2023). Pathways to economic prosperity: Theoretical, methodological, and evidential considerations. In D. Negrea, B. Lips, & K. Mauren (Eds.), *The Freedom and Prosperity Equation: Exploring the most durable path to development for countries around the world* (pp. 47–74). Atlantic Council. <http://www.jstor.org/stable/resrep53159.6>

This research report focuses on the differing levels of economic prosperity and surveys a population of why different countries enjoy different levels of economic prosperity. It focuses on why some countries are more affluent than others, the different factors that influence that, and how and what they choose to spend this wealth on. This relates directly to our humanistic research question as it would display how and why certain regions and countries have gained wealth.

