

# THE INTERVIEW: METHODOLOGICAL FRAMEWORK IN THE STUDY OF “TOURISM AND ECONOMICS: THE FARO AIRPORT (1946-73)”

## A ENTREVISTA: ENQUADRAMENTO METODOLÓGICO NO ESTUDO “TURISMO E ECONOMIA: O AEROPORTO DE FARO (1946-73)”

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### ABSTRACT

This methodological paper defines how to interview people regarding the decision-making process, construction and operation of Faro Airport and its role in the Portuguese tourism policy for the Algarve between 1946 and 1973. The interviewee's age makes these interviews urgent and unique. We will hear retired workers and people who held head positions at the airport or in other relevant public or private organizations. The interviews will allow the access to data otherwise not attainable or not sufficiently evident in other sources, such as documents. The interview consists of hearing the stories of the people, as a narrative, being the interview a semi-structured, guided and unstructured mix. The use of photographs during the interview will help respondents recall events that occurred decades ago. The interviewee will be selected by snowball sampling technique. Content analysis is the method to obtain data from the transcripts of the interviews, in order to construct a coherent narrative and with the contribution of all the interviews and interviewee. As field instruments, we will use an informed consent form, photographs and the confidentiality form after the interview, which responds to the ethical requirement for confidentiality, consequences of the interview and the role of the researcher.

Keywords: Interview, Methodology, Historiography, Tourism, Economics, Airport, Aviation, Algarve

### RESUMO

Este artigo metodológico define como entrevistar pessoas envolvidas no processo de decisão, construção e operação do aeroporto de Faro e o papel deste na política nacional de turismo para a região do Algarve entre 1946 e 1973. A idade dos intervenientes torna urgentes, e únicas, estas entrevistas. Ouviremos trabalhadores reformados e pessoas que ocuparam posições de liderança no aeroporto e noutras entidades públicas e privadas. A entrevista permitirá aceder a informações de outro modo difíceis de obter ou perceber. A entrevista consiste em ouvir as histórias das pessoas, como uma narrativa, sendo a entrevista um misto de semiestruturada, guiada e não estruturada. Recorreremos a fotografias durante a entrevista de modo a ajudar os entrevistados a relembrar acontecimentos ocorridos décadas atrás. Os entrevistados serão selecionados através de amostragem bola de neve. A análise de conteúdo é o método adotado para obter dados das transcrições das entrevistas, de modo a construir uma narrativa coerente e com o contributo de todas as entrevistas e entrevistados. No terreno, serão usados o formulário de consentimento informado, fotografias e o

formulário de confidencialidade após a entrevista, o que responde à exigência ética quanto a confidencialidade, consequências da entrevista e o papel do investigador.

Palavras-chave: Entrevista, Metodologia, Historiografia, Turismo, Economia, Aeroporto, Aviação, Algarve

JEL Classification: N010

## 1. INTRODUCTION

Faro Airport and its role in the Portuguese Tourism policy for the Algarve has not yet been studied (Brito, 2003: 670, 758 & 1051). The two industries, aviation and tourism, have rarely been analyzed together to explore the connections between them (Forsyth, 2006: 224). Recent research, in the main academic sources, confirms Brito (2003) and Forsyth (2006) findings.

The interview (Pereira, 2010: 5) is one of the research tools used to study the decision and projection (1946-62) construction (1962-5) and operation (1965-73) of the Faro Airport. The interviews aims to hear retired workers or people who held head positions in the airport or in other relevant public or private organizations, such as the city council officials or other authorities, about the decision-making process, construction and operation of the airport (Pereira 2009: 10). The age of these interviewees makes this study urgent and unique. The use of interviews will allow the access to data otherwise not attainable or not sufficiently evident in other sources, such as documents.

## 2. TOURISM IN ALGARVE AND THE FARO AIRPORT FOUNDATION

In post-WW2 (World War 2), tourism becomes one of the main economic activities in developed countries and air traveling was a relevant aspect of it (Cunha, 2013: 32; Butler, 2009: 347). The search for the sun and the sea in warm beaches explains the biggest touristic flows in the World (Cunha, 2013: 193). Northern European countries have no climatic conditions to the beach experience compared with the Mediterranean Basin (Brito, 2003: 751; Manera, Segreto & Pohl, 2009: 4). These flows, from developed North European countries, seek for sun in the beach (Cunha, 2013: 194; Lyth, 2009: 11). Since the economic recovery after WW2 and social policies (more spare time and paid holidays), each year, millions of high-income tourists arrive in the Algarve and Mediterranean (Brito, 2003: 348, 570-1; Burkart & Medlik, 1992: 55; Cunha, 2013: 66; Leite, 2006: 8); Liu, 1994: 24). In fact, because of an economic high growth rate and cyclical stability, during the years, between 1950 and 1973, European western countries lived a ‘Golden Age’ (Crafts & Toniolo, 1996: 20). The investment, productivity and real wages grew and the income distribution was an important growth-reinforcing element (Crafts & Toniolo, 1996: 24). For Portugal, the international integration was relevant: for instance, being an EFTA founding member in 1960 (Neves, 1996: 340). The high growth of Europe’s economy benefited Portugal since the 1960s through tourism expansion (Lewis & Williams, 1988: 102) and foreigner investment (Sutcliffe, 1996: 290).

In 1964, Portugal is still mainly unknown in the international tourism sector, although it is an exotic country, with very low prices, very kind people, great weather and excellent

beaches (Cunha, 2012: 195). Between 1950 and 1963, international tourism in Portugal had a significant increase (Lewis & Williams, 1988: 102). In 1955-56 and 1959-62 Portugal had the highest growing rate of incoming international tourists among South European countries (Câmara, 2009: 73). In 1965-67, the average daily income per tourist was much higher in Portugal than in the other Southern European countries (Câmara, 2009: 75). This was consistent with government policy: Portugal as a luxury tourism destination (Lewis & Williams, 1988: 101). In 1964, for the first time, Portugal received more than a million foreigner visitors, nearly double of 1963 (Cunha, 2013: 66). The OECD began stating that Portugal is a touristic country (Cunha, 2012: 144). In 1973, the incoming foreigner visitors to Portugal were beyond four million, the maximum in a long growing period (Lewis & Williams, 1988: 102). The growing rates in these years were higher than the OECD average (Cunha, 2013: 67-8). It was during this period that, for the first time, the nights, in Portuguese hotels, were occupied by more foreigners than nationals (Cunha, 2013: 68). Tourism and the money sent by emigrants, despite the colonial war's financial stress, were relevant factors to explain the Portuguese economic development since the 1960s (Leite, 2006: 9; Mata & Valério, 2003: 208; Lopes, 1996: 104 & Barreto, 1996:36).

Algarve's tourism success happened because of its natural amenities, the magnificent beach sand, the Northern European search for the sun and sea and the cheap prices (Brito, 2003: 709). Algarve's tourism development started in the 1960s (Correia & Kozak, 2012: 1955). However, beach tourism has shown constraints due to the seasonality impact in the destinations (Liu, 1994: 25), which also occurs in Portugal (Lewis & Williams, 1988: 103). Algarve has, as Liu (1994: 26) refers, the three key aspects to being relevant in international tourism: the geographic location (topography, climatic and other natural characteristics); the distance from the main outgoing touristic origins; and the transport network conditions (access and cost). The international tourism demand leads the hotel industry to grow and the Algarve achieved a significant number of hotel rooms in national terms, between 1962 and 1969 (Câmara, 2009: 76). Tourism grew rapidly in the mid-1960s and led to urban growth and the creation of supporting infrastructures in Algarve (Vaz, Nijkamp, Painho & Caetano, 2012: 203) and, "apart from a tool of national economic policy, tourism development is also an ingredient of regional economic policy serving to alleviate spatial inequalities" (Baaijens, Nijkamp & Montfort, 1998: 841).

The use of airspace is a matter of public authority decision under international public legislation (Vasiliadou, 2008: 59) and it was not without a struggle that private tourism operators conquered ways to improve tourism with more favorable air travelling rules (Vasiliadou, 2008: 60). These difficulties also occurred due to the direct interests of governments in public air carrier and airport management companies (Forsyth, 2008: 74). Although the Portuguese authorities look for tourism development, they did not allow, in these years, significant charter flights (Cunha, 2012: 165). The national air carrier TAP (Transportes Aéreos Portugueses) was stronger than tourism views arguing with the government (Cunha, 2012: 165). This allows us to question if TAP, as a typical legacy air carrier of the second half of XX<sup>th</sup> century (Neufville, 2008: 36; Rosa 2006: 30), was also concerned with its relevant airports and airlines development and showed no relevance to an airport in Algarve. An airport is a key factor in every international touristic destination and the decision to have, to grow or the way to manage an airport has a significant impact on a touristic region (Forsyth, 2006: 239-40) and, in Portugal, public authorities had a crucial role in all the key aspects related to it. Public policies are relevant to align the airport strategy to the touristic destination strategy (Halpern, 2008: 26; Forsyth, 2006: 236). Other public activities, like fiscal policy, civil aviation regulation and tourism public decisions and a public scrutiny of the activities and projects are relevant to tourism (Silva, 1994: 8-9, Forsyth, 2006: 241, Rodrigues, 2006). For instance, in 1950s, Portugal signed an

international convention to simplify tourists' entrance in the country (Brito, 2003: 711). The destiny advertising in the outgoing countries is also an activity depending on public initiative (Cunha, 1997: 97-8). In general, the public infrastructure (roads, telephones, etc.) are relevant to the success of an international tourism destination. Between 1950 and 1973, Portugal improved its infrastructures and the travel time to reach Portugal from European countries became shorter (Leite, 2006: 8). In a larger sense, public authorities must manage the territory, its occupation and activities to avoid what Cunha (1997: 97) states happened in Algarve, the destination degradation dynamics paradox: real estate and construction (short term gains) overlap hotel and touristic operators (long term gains).

Airports are vital to air travelling (Brilha, 2008: 167). The airline industry became central in international tourism during the second half of the XX<sup>th</sup> century (Fletcher & Westlake, 2006: 473). The advent of jet engine in civil air transport was, in many ways, relevant to international tourism (Lyth, 2002: 2). In the 1960s and 1970s, charter flights boosted the international tourism flows from Northern to Mediterranean European countries Forsyth (2008: 79). It was the air transport advances that allowed tourism to shift from local and regional to a massive flow in international destinations. New flows and the change of existing ones, with more flexibility, security, faster and, specifically, charter flights resulted in cheaper and more frequent flights (Cunha, 2013: 165-6; Burkart & Medlick, 1992: 31). Since 1958, the use of the fast and comfortable jet airplanes, in commercial aviation, was an important stepping-stone for international tourism (Lyth, 2002: 1-2; Brito, 2003: 757), by shorting time-space distances (Liu, 1994: 27). Developments in the air travelling sector, such as the charter flights (Cunha, 2013: 166) or all inclusive packages by touristic operators (Brito, 2003: 710) were crucial for the increase of tourism by offering cheaper flights and linking many more places.

Faro has a typical inbound leisure airport and serves Northern and Western Europe (ANA, 2007: 8). Faro airport opened in 1965 (Brandão, 2008: 319), nineteen years after the first legal reference to its construction (MI, 1946: 1334) and having been referred to in legal texts, in 1947, as a next project (MI&C, 1947a: 263). In this same year of 1947, the government fixed the staff contingent of all the Portuguese airports, including Faro, as it neared its construction (MC, 1947b: 1203). During this long period, several entities analyzed and some works were made about the Algarve / Faro Airport construction (CC, 1946: 21; Rosal, 1952: 126, 130, 135-6; [CPAT], 1960: 450-66) but nothing substantial happened, as Brito (2003, 758) noted. In a main Algarve newspaper, it was common to address the airport construction (JdA (1958: 1; 1959a: 1 & 4; 1959b: 1; 1959c: 1 & 3; 1959d: 1 & 3; 1960a: 1; 1960b: 1), mainly to ask for concretization. The second government investment plan (1959-64) ended with the inclusion of the Faro Airport as an investment to accomplish (Cunha, 2012: 102). In 1962, tourism is the key point to begin the airport construction and the government considers the lack of the airport a severe loss to the nation (Brito, 2003:758). The construction was fast, with legal formalities avoided, like the spending authority visa (MC, 1962: 543-4). The property acquisitions were done by the municipality of Faro, but now, with direct money from the government, by the Communications Ministry. In 1963, the 'Jornal do Algarve' announces the beginning of construction (JdA (1963: 1). During the construction, the subject was also studied by OECD (1964: 11 & 35), considering the need to have an airport able to land four-motor airplanes. At that time, in 1964, the Portuguese air traffic policy was still restrictive and not friendly to tour operators and their holiday packages (Cunha, 2012: 194). Faro airport opened on July 11<sup>th</sup>, 1965, by the Portuguese Republic President (Brandão, 2008: 319; Marques, 1999: 656), after three years of construction (ANA, 2007: 12). In 1966, after the operations began, DGSU (1966: 223) notes the lack of direct flights from outgoing tourists cities, charter flights were marked as crucial and was also noted the lack of roads and collective and individual

(rent-a-car) transportation services. Between 1965 and 1973, all kind of changes in air transport arrangements certainly happened in Faro Airport, which must be analyzed due its economic impact (Dwyer, Forsyth & Spurr, 2004: 308). In 1965, Faro Airport registered 10,034 passengers - embarked and disembarked (INE, [1966]: 333). In 1973, the figure was 467,818 passengers (INE, 1977: 254). In these years, the passenger number grew each year at least 20%, except in 1973 (6%), with real break in the succeeding years. The 1973 figure was only achieved again after 1976 (Pereira, 2009: 20).

During all that time, between 1946 and 1973, considering the political work in Parliament, and despite the limitations concerning the non-democratic political regime at the time, it was interesting to register several references to Faro Airport. The 1947 fiscal budget provided an investment in the Faro airport project (CC, 1946: 1, 16, 19, 21). Five years later, in 1952, Rosal (1952: 123, 135-6) a deputy from Algarve discussed at the main chamber, about the “Plano de Fomento” proposal, addressing the Faro Airport and showing surprise because the government provided money to the project and nothing happened. He considered that the inexistence of the Faro Airport had only an explanation: the incapacity of the local town hall authorities and the absence of action of Lisbon’s central authorities. He stated that one of the main reason to build the Faro Airport was to develop tourism. Another parliament member, Basto (1954: 826 & 829) also referred to the subject. In 1960, Rosal (1960: 843-4) addresses the subject again and, once more in 1962. This time, he refers to the future Faro Airport’s need to land jet airplanes (Rosal, 1962: 899, 903, 905), and his colleague Correia (1962: 903) comments about the need to assure direct flights. At the end of the same year of 1962, the situation was at last changing. The Faro Airport construction was ready to begin, and Deputy Sousa Rosal welcomed it (Rosal, 1962: 1347-53). In 1964, during a discussion about tourism, parliament member Bartata (1964: 3401, 3419-22) spoke about the relevance of air transport, charter flights, jet airplanes and direct flights. After Faro Airport opens, the annual fiscal budget execution report and parliament analysis, presents the evolution of operating results. Faro Airport results continuously improve and become profitable in 1968. However, the government noted the need for more investment, concluding that due to the aircraft’s continuous technological changes, there is a need for permanent investment (AN, 1966: 1, 170; [PCM], 1967: 1, 163; AN, 1969: 1, 45; AN, 1970: 17, 59; AN, 1971: 1, 44; Oliveira, M., 1973: 169-70).

### **3. METHODOLOGICAL FRAMEWORK**

The research as a whole uses mixed methods. It aims to answer the same research questions, to collect complementary data and conduct counterpart analyses (Yin, 2009: 63). The research is also a historical work, using archival records analysis, such as newspapers (Yin, 2009: 63; Reto & Nunes, 1999: 31). The data sources include legal diplomas, newspapers, official reports, Portuguese public authorities’ documents, technical studies and projects, traveler statistics, investment expenditure, airport operation accounts, airport revenues and interviews (Pereira, 2010: 5). This mixed methods methodological design responds more to the need of a practical research rather than a paradigmatic approach (Kvale & Brinkmann, 2009: 117).

#### **Interview**

The interview is one of the used methods in this research. The use of mixed methods, upon the interview, aims to expurgate undesirable influences of the researcher from the conversations, by triangulation of the data with other sources and with the literature (Tribe, Xiao & Chambers, 2012: 23). The use of the interview is transparent and qualified in terms

of method (Tribe, 2010: 9-10). The interviews will be done as "guided conversations rather than structured queries" (Yin, 2009: 106). The interview, as a qualitative approach, satisfies the need to collect rich data and offer voice to the researched (Tribe, 2010: 8). The interview is a traditional method in qualitative research and the traditional analyses are the narrative analysis or the critical discourse analysis (Tribe, Xiao & Chambers, 2012: 22-3). In this study, the method of analysis will be the researcher reading and analysis (Tribe, 2010: 9).

The qualitative research interview aims to see the problem from the interviewee's perspectives, prior to scientific explanations. It will happen as a daily life conversation. However, it has a structure and a purpose. As an inter-view, we construct knowledge on an inter-action between the interviewer and the interviewee. Nevertheless, the interviewer and the interviewee are not equal partners: a) the researcher defines and controls the action; b) the researcher introduces the topic of the interview; c) the researcher critically follows the answers (Kvale & Brinkmann, 2009: 1-3). The interview was used long time ago to achieve systematic knowledge in History and Social Sciences (Kvale & Brinkmann, 2009: 7). The qualitative interview is an unstructured interview due the few standardized procedures for conducting these forms of interviews. Indeed, we will take took many of the methodological decisions on the spot, during the interview (Kvale & Brinkmann, 2009: 16). By applying Morse (2012: 195) criteria, our interview is a mix of "unstructured (narrative) interview", "guided interview" and "semi structured interview", so called qualitative interview (Bryman, 2012: 469). As Bryman (2012: 471) recommends, we developed an interview guide.

In this research project, the interviews objective is to hear retired workers or people who held head positions at the airport or in other relevant public or private organizations, such as the city council officials or other authorities. The interview tries to capture storytelling (Tung & Ritchie, 2011: 1373), also characterized in literature as narrative analysis (Gubrium & Holstein, 2009: 19). The interview has been used to study tourism since the 1980s and, as a tool to capture tourists' memories, has been used since the late 1990s, always with a particular difficulty: the interviewer has a relevant role in the remembering process of the interviewee, but he must be a neutral element to the data collection (Tung & Ritchie, 2011: 1373-4). It is relevant to note that we will use the interviews to study tourism but not tourists, which differs from literature review findings.

We will use in-depth interviews (Tung & Ritchie, 2011: 1376) and we must deal with issues such as the interviewee's effort to remember events of a long time ago. In fact, we do not have direct access to experience but to narratives that humans construct about their experiences and to analyze narratives is the way to achieve experiences (Gubrium & Holstein, 2009: 19). The memories of facts are not only related to the facts, but also to the social insertion of the interviewee (Gubrium & Holstein, 2009: 22). The interviews will occur in any place where the interviewed feels confident and can change place and date if the interview lasts for more than a session. The main requisite is to be conducted in a quiet, private space (e.g., meeting room) in order to provide a thought-encouraging environment (Tung & Ritchie, 2011: 1376). We will conduct the interviews (each pre-arranged and recorded if allowed) in Portuguese. The interviews are face-to-face (Tribe, 2010: 8). The duration of the interviews is not an issue and can range between few minutes to hours, in only one or in many different sessions. In all cases, the researcher tries to do several interviews, on different days, to assure the interviewee's memory arises of the past and to create trust in order to get a good talk, without barriers. In the first conversation with each person, usually, a tape recorder is not used or even asked to be used. In all the interviews, with enough confidence of respondents in the researcher, we will ask to use a tape recorder, once we have the signed informed consent to do that recording.

To help the interviewee remember the facts that happened a long time ago, we will use photo elicitation, as Harper (2002: 13-4) or Clark-Ibáñez (2004, 1507) explains it: photo

elicitation or PEI (Photo-Elicitation Interview) uses photographs during a research interview, as a way to attain the memory and as an easier way for researchers to ask questions (Clark-Ibáñez, 2004: 1512). We can also ask the interviewees to use their own photos (Clark-Ibáñez, 2004: 1509).

The purpose of this study is not to represent or express the views of all the retired workers or people who held head positions in the airport, or in other relevant public or private organizations, such as the city council officials or other authorities (population), between 1965 and 1973, the period of the study. However, a snowball sampling technique will be used, which can address some representativeness to the study (Tung & Ritchie, 2011: 1376). With the snowball sampling technique, we will ask each interviewee to suggest another or other possible interviewees (Kim, Eves & Scarles, 2009: 424). Our understanding of the social network – for instance, the airport retired workers – is not enough, for now, to know if all the bias issues referred by Illenbergera & Flötterödb (2012: 701) have enough answers to give representativeness to our snowball sampling application. This question can only be addressed with the execution of the study. Another relevant question also answered only during the execution of the study is when enough data was collected and it will be; thus, it is better to stop interviews and focus on analysis (Kvale & Brinkmann, 2009: 113).

The starting point to the interview is Faro's airport authority, which refers some names of retired workers or people who held head positions in the airport (Pereira, 2009: 10). Pereira had a meeting with a Faro airport official and it was possible to get a starting point to begin interviews. Then, by appointment of the first interviewees, it will be possible to identify other people in a snowball sampling technique. The reading of official documentation can also provide some names to explore. The interview aims to ask what each one remembers or thinks regarding the process of decision-making and project (1946-62), construction (1962-65) and operation (1965-72) of the airport and the evolution of the tourism and tourists. A content analysis will occur upon the interview data (Pereira, 2009: 9). The age of these interviewees makes this study urgent and unique. The use of interviews will allow the access to data otherwise not attainable or not sufficiently evident in other sources, such as documents.

One of the fundamental aims of this paper is to adequately prepare the interviewing fieldwork. Indeed, as Kvale & Brinkmann (2009: 102, 105) explain, to achieve results, a significant part of an interview project happens before the first interview begins.

### **Interview guide**

It is easy to begin interviews without methodological and procedure preparation. The interview guide is a way to prevent starting the interviewing without any preceding preparation or reflection. Doing so, we avoid many difficulties that arise during the analysis (Kvale & Brinkmann, 2009: 15).

A guide helps the interviewer conduct the conversation in a smooth but effective way. In fact, the number and diversity of aspects to attend in the interview can easily disturb the conversation and a guide is useful. The interviewer must ask or record general information for contextualizing people's answers (Bryman, 2012: 473). This is also a way to help the analysis process. During recordings, new subjects to ask can arise. Therefore, after the end of all recordings with all the respondents, it can be useful to do a new interview, with each person, to ask everyone the aspects not asked before or for confirmation or clarification. Another aspect to address is the interviewer's need to use a language suitable to the interviewee's but without asking leading questions (Bryman, 2012: 473).

The interview must begin with some small talk and an initial briefing, with some explanations to get trust from the interviewee and should end with a debriefing after the interview (Kvale & Brinkmann, 2009: 128-9). Through briefing and debriefing, we inform

the participants about the purpose and procedures of the research project, addressing several ethical issues.

### **Ethical procedures**

Some ethical issues – like (a) confidentiality; (b) who will have access to the interview or other material; (c) the researcher's right to publish the whole interview or parts of it; (d) the participant's possible access to the data – must be discussed with the interviewee (Kvale & Brinkmann, 2009: 68, 71). Figures 1 and 4 to 6 show the way the researchers will conduct the interviews in the field with proper ethical procedures assured. The researcher is who better knows what happens during and after the research. He must anticipate the ethical issues that can happen and act cautiously with the interviewee, avoiding that they feel the researcher, the research process, the study results or its publicity has violated them. The researcher must have interviewee informed consent, explicitly stating the invasion of privacy issues. More difficult but also relevant, is to anticipate and deal with interviewee deception with the study (Bryman, 2012: 135).

Informed consent is a pre-interview inevitable procedure. Interviewee must know the research purpose and they have to know how the research will happen. We also need to explain the possible risks and benefits for the interviewee. When an interviewee voluntarily accepts to participate, after adequate explanation and objective information about the right to withdraw from the study at any moment, it is time to get a written informed consent, signed by the interviewee (Kvale & Brinkmann, 2009: 70).

### **Confidentiality**

Confidentiality in research implies that private data identifying the participants will not be disclosed (Kvale & Brinkmann, 2009: 72). Interviewer integrity must also be present at the end of the conversation to discuss with participants what they said because, several times, the interview is a pleasant conversation and participants do not realize at the moment everything they said that they might regret later (Kvale & Brinkmann, 2009: 73-4).

Confidentiality is a way to ensure that only the researcher knows who was interviewed and deals with internal confidentiality or deductive disclosure, paying attention also to the interviewee data, to ensure no one can figure out who is the interviewee (Kaiser, 2012: 457). Other kinds of confidentiality risks can happen, as the interviewee are a specific group, such as the retired workers or people who held head positions at Faro Airport or in other relevant public or private organizations, such as the city council officials, as Kaiser (2012: 458) notes. Because the subject of the study happened long time ago and the interviewees are not present workers or head office personnel, we consider as unnecessary to address confidential concerns with the airport authority, city council or other organizations (Kaiser, 2012: 460). However, depending on what arises in the interviews, some special action regarding this question of confidentiality of groups can be necessary.

For Kaiser (2012: 459), the confidentiality management not only needs the interviewee's informed consent with confidentiality terms clarified, but also must be planned in the research design, applied during the interviews, considered in data analysis and addressed when we publish the results.

The interviewer should address confidentiality in the beginning of the interview (Kaiser, 2012: 460). We also need to consider it during the interview, when the interviewee, by words or emotions, shows confidentiality concerns (Kaiser, 2012: 460-1). However, if it breaks the interview flow, we can ask the respondent, at the end of the interview, for permission for future contact to discuss questions about the data (Kaiser, 2012: 461). We can also use an end-of-interview document to obtain respondent's specific wishes of some sentences for data use and confidentiality (Kaiser, 2012: 461).

During the data cleaning, analysis and dissemination, the best strategies to deal with confidentiality are to use an end-of-interview form to prevent rich and important data from being unused, unless that is the wish of the respondent; and by presenting data and preliminary reports back to the interviewee - member checks (Kaiser, 2012: 462-3).

### **Informed consent**

An informed consent is a tool to ensure an ethical research activity (Marzano, 2012: 444) and it will be obtained in a written form, signed by both parts, the interviewer and the interviewee, before the interview starts (Bryman, 2012: 140). However, as Marzano says (2012: 446), the inductive logic of qualitative research only allows knowing what must be consent after the end of the research work and, especially in a series of open-ended in-depth interviews. Therefore, to ensure trust between the researcher and the interviewee, the informed consent will be, in general terms, before the beginning of the interview series and we adopt some final procedures at the end of the interview.

### **Interviews transcribing and analysis**

The interview analysis is a key aspect to determine the interview guide and determines how to conduct and how to transcribe the interviews (Kvale & Brinkmann, 2009: 190). We expect many words said by the interviewee. We need a focused transcription and an idea of the questions in advance. We have an interview goal, which allows us to control the transcript and analysis without losing a narrative approach in the end (Kvale & Brinkmann, 2009: 191-3). Narrative analysis can focus on interview stories told but can also be a construction from many episodes told by many interviewees (Kvale & Brinkmann, 2009: 222). The use of specific QDA (qualitative data analysis) software as NVIVO (Seale & Rivas, 2012: 438) will happen if necessary.

## **4. IN THE FIELD: INTERVIEW TOOLS**

The methodological framework presented and the knowledge obtained during documental research, makes it possible to draw some documents to guide and assure properly legal and ethical concerns to the interview process and consequences. All the documents will have Portuguese written versions, the mother tongue of the interviewer and interviewees.

### **Interview guide**

Figure 1: Interview guide shows an interview guide. Some of the protocol aspects presented are addressed in different times of the interview, avoiding too much time consumption at the beginning of the (first) session. The confidence of the interviewee will determine the adequate moment to address each guide point application. It is possible that a preliminary session, not reordered, and not previously allowed, will take place.

**Figure 1: Interview guide**

Faro Airport foundation and first years – retired workers, former head personnel and other people’s opinions and memories
<p><b>Interview guide</b></p> <ol style="list-style-type: none"><li>1. The interview’s aim is to collect several data and, for each Faro Airport retired worker, former head personnel or other people, from public or private organizations, focus on questions related with their experience.</li><li>2. The interviewee is free to talk as in a conventional conversation.</li><li>3. In a first interview session, or in the beginning of the interview, the interviewer:<ol style="list-style-type: none"><li>a) Introduces himself and thanks the interviewee for his or her presence;</li><li>b) Explains the study;</li><li>c) Explains the need to talk about some aspects, called ethical concerns, and the need to use a formal declaration, called informed consent;</li><li>d) Explains that these ethical issues will be addressed again in the end of the interview, to clarify if anything said needs to be considered whether to be used or not in the study;</li><li>e) Asks if the interview can be recorded, explaining that at any time it can be stopped.</li></ol></li><li>4. The interviewer explains the informed consent, including:<ol style="list-style-type: none"><li>a) Explicitly telling the interviewee his or her right to withdraw from the interview;</li><li>b) Answers all the interviewee’s questions about the study and the informed consent;</li><li>c) Obtains the signature, in two originals, keeping the interviewee one;</li></ol></li><li>5. The interviewer writes and records the place, date, hour, interview beginning and end time of each session;</li><li>6. The interviewer asks personal data from the interviewee, to characterize the interviewee and to record interviewee’s social insertion (interests, familiar status, club belonging or other activities done, to comply with some methodological needs to validate interview data):<ol style="list-style-type: none"><li>a) Name, age, gender, place of birth and place of residence before working at the airport (or in other place if he or she was a local authority official or other) – if came to Algarve, when and why;</li><li>b) Date that began working at the airport and first work position; work experience before working in the airport (or in other organization); academic studies at that time, marital status at that time;</li><li>c) If the interviewee changed marital status, had children or lived other important life facts during the work period in the airport (or in other organization) and, if so, if some other colleagues were involved: for instance: married with a colleague;</li><li>d) Date and position change at the airport (or in other organization) during the time worked there;</li><li>e) Date and reason to end the work experience in the airport (or in other organization) - to go to a new job, to retire, etc.;</li><li>f) Some other dates and facts that the interviewee considers relevant to the researcher to know;</li><li>g) Contact data from the interviewee and, eventually, of some relative;</li><li>h) Other social aspects to characterize interviewee;</li></ol></li><li>7. To do the interview, keeping in mind the questions to address. The questions, to start the conversation, are only a few, and then, only some guidance is needed to avoid straying from the subject of the interview;</li><li>8. During the interview, to ask several times if the interviewee is tired and want to continue in another time;</li><li>9. To collect the name of some colleagues and superiors and the date of each reference (when they worked or contacted);</li><li>10. To ask if the interviewee has, can show and allow the researcher to scan, archive and to use photographs about the airport and Algarve between 1946 and 1973;</li><li>11. The interviewer writes and records the place, date, hour and end of the interview time of each session;</li><li>12. If more than a session occurs, to have a conversation about the last session, to confirm and clarify what was told;</li><li>13. To do some weeks after the last interview session, a summary interview, to confirm some key aspects that arise during analysis and to change, if necessary, the informed consent;</li><li>14. In the end, the researcher will thank the interviewee by his or her useful collaboration in the study and asks if he or she wants to know the conclusions of the study later, when it is ready.</li></ol>

Source: adapted from Bryman (2012: 141), Clark-Ibanez (2004, 1507), Gubrium & Holstein (2009: 22), Harper (2002: 13), Kaiser (2012: 462), Kvale & Brinkmann (2009: 196) and prepared by the authors.

### **Photographs use**

To help interviewee remember facts occurred decades ago, we will use some photographs, like those in Figure 2: Example of a picture to use to help interviewee remember facts to answer questions and Figure 3: Another example of a picture to use to help interviewee remember facts to answer questions. The researchers will try to get photographs from the interviewee, both for the interview and the research itself.

**Figure 2: Example of a picture to use to help interviewee remember facts to answer questions**



Source: Marques (1999: 656)

**Figure 3: Another example of a picture to use to help interviewee remember facts to answer questions**



Source: ANA (2013)

## Informed Consent

It is possible that a preliminary session will take place, depending on the confidence of the interviewee. In that case, the informed consent will be given after this first introductory session.

The informed consent will be signed in a Portuguese written version as shown in Figure 4: Informed consent.

**Figure 4: Informed consent**

<p style="text-align: center;"><b>Faro Airport foundation and first years – retired workers, former head personnel and other people's opinions and memories</b></p> <p><b>About the study</b></p> <p>I am very thankful for agreeing to participate in this study. This document explains the study and is the informed consent from you to participate in it.</p> <p>The purpose of the study is to listen and record what retired workers and other people have to say about the Faro Airport foundation and first year's operation (until 1973). The study is integrated in the context of the researcher's Ph. D. research work of the University of Algarve;</p> <p>As a researcher of the University of Algarve, I, or other members of the study team, will interview you, once or more times, with or without recording of what is said, including the explanation of the study and the answers to all your questions about it.</p> <p>You can at any time, by any reason to contact me.</p> <p>The researcher: Renato N. Pereira, <a href="mailto:rnper@ualg.pt">rnper@ualg.pt</a>, 91 55 99 290, Faculty of Economics, University of Algarve.</p> <p><b>Informed consent</b></p> <p>1. I, _____, the undersigned, have read this informed consent, which the researcher explained to me the study and my role in it and I accept to participate;</p> <p>2. I was free to ask questions; the researcher answered them; explained what I need to understand concerning the study and my participation in it;</p> <p>3. I agree to do the interviews and I agree with audio recording of them, if the researcher decides to do it;</p> <p>4. I had enough time to think about my participation in the study and my agreement is a reflected decision;</p> <p>5. Regarding the confidentiality concerns, I know that the present informed consent is generic and it is not possible to anticipate all that can be said during the interviews and can happen in all the study stages;</p> <p>6. Therefore, I know I can ask specific confidentiality treatment to some data I will give during the interviews, despite the generic application that I choose in 12. of the present informed consent;</p> <p>7. Thus, I want and agree to be contacted after the interviews, to discuss some aspects, before the end of the study and before the publication or presentation results, to decide in definitive terms, my participation in the study. My contacts are: _____;</p> <p>8. I understand that my data will be used by the researcher's but it will not revealed to people outside the study;</p> <p>9. I know that I can withdraw from the study at any moment and will not need to explain why;</p> <p>10. I agree and I also sign in this informed consent the copyright of this study to the researcher;</p> <p>11. I agree that the study material will be kept, including interviews' sound recordings, by the researcher and by the University of Algarve's archives repositories, with the guarantee stressed in 8.;</p> <p>12. In general, if 6. Is not applicable, of the present informed consent, I choose as confidentiality terms:</p> <p>_____ a) The researcher is allowed to use and share the interview data freely just I provided it. No details need to be changed. My real name can be used in publications and presentations;</p> <p>_____ b) The researcher is allowed to use and share the interview data freely just as I provided it. However, my real name must be omitted. I realize that others can identify me by the data I provided in the interview even if my name is changed;</p> <p>_____ c) The researcher is allowed to use and share the interview data I provided. However, my real name must be omitted and other details and data must be changed to ensure that I will not be identified by others;</p> <p>_____ d) _____</p> <p>_____.</p> <p>13. I agree to give to the study the name of work colleagues or other people to be invited also to the study and I agree that these colleagues know that the source to his or her invitation was me;</p> <p>14. In the end of each interview, a post-interview confidentiality form will be also signed, to ensure accurate use of some eventual specific data referred to during the interview.</p> <p>15. This document has two originals, each one to each part, the interviewee and the researcher.</p> <p>Faro, ____ of _____ of 201____,</p> <p>_____ [date] _____ [respondent's signature]</p> <p>_____ [date] _____ [researcher's signature]</p>
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Source: adapted from Kaiser (2012: 462) and Bryman (2012: 141)

### Interviewee photographs use consent

The interviewee will be asked to show, allow the scan and the use of personal photographic material about the Faro airport area and Algarve between 1946 and 1973.

In Figure 5: Interviewee's photographs consent to scan, archive and use by the researchers it is shown the document to assure the interviewee allowance to use his/her photographic material. It will be signed in a Portuguese written version.

**Figure 5: Interviewee's photographs consent to scan, archive and use by the researchers**

Faro Airport foundation and first years – retired workers, former head personnel and other people's opinions and memories				
Interviewee's photographs scan and use by the researchers				
It is important for the study to access and use photographs of the Faro Airport area and Algarve, between 1946 and 1973.				
The researchers will use some material collected in newspapers and other public sources.				
However, it is important, for the development of the interview and the study, to have access to as many photographs as possible about the subject of study.				
Therefore, the researchers may ask the interviewee to allow the use of his or her photographs, being their contact and person in charge Renato N. Pereira, <a href="mailto:rnper@ualg.pt">rnper@ualg.pt</a> , 91 55 99 290, Faculty of Economics, University of Algarve.				
1. I, _____, the undersigned, have read and understood this agreement and:				
a) <input type="checkbox"/> I accept to use personal photographic material during the interview and, if so, to be video recorded or photographed;				
b) <input type="checkbox"/> I accept the scan of the photographic material that I decided to show the researchers, which they can keep it in personal archive and in the Algarve University's official archives;				
c) <input type="checkbox"/> I accept that the scanned photographic material can be published in the researchers' work and they can use it in public exhibitions.				
2. This informed consent will have, if so, an annex, with the list of the photographic material allowed in 1.b) or 1.c) terms.				
3. This document and its annex has two originals, each one to each part, the interviewee and the researcher.				
Faro, ___ of _____ of 201___,				
_____ [date] _____ [respondent's signature]				
_____ [date] _____ [researcher's signature]				
Annex:				
Interviewee id.	Photo nr.	Content	Taken year/month/day	Taken place
_____	_____	_____	_____	_____

Source: prepared by the authors

### Post-interview confidentiality form

At the end of each interview, the interviewee will confirm the informed consent, as shown in Figure 6: Post-interview confidentiality form, signing a Portuguese written version of it.

**Figure 6: Post-interview confidentiality form**

Faro Airport foundation and first years – retired workers, former head personnel and other people’s opinions and memories

**Post-interview confidentiality form**

The informed consent stresses in generic terms confidentiality concerns. However, during the interview, some specific aspects can deserve different confidentiality attention.

Please, choose one of the following options or write your own option:

a) The researcher is allowed to use and share the interview data as the informed consent states;

b) The researcher is allowed to use and share the interview data as the informed consent states; but not for the bellow-identified data, which can be treated as defined in 12. a) of the informed consent:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

c) The researcher is allowed to use and share the interview data as the informed consent states; but not for the bellow identified data, which can be treated as defined in 12. b) of the informed consent:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

d) The researcher is allowed to use and share the interview data as the informed consent states; but not for the bellow identified data, which can be treated as defined in 12. c) of the informed consent:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

e) The researcher is not allowed to use and share any of the interview data as informed consent states; and I ask for a future contact to see, discuss and decide what to do. My contacts are: \_\_\_\_\_

\_\_\_\_\_

This document has two originals, each one to each part, the interviewee and the researcher.

Faro, \_\_\_\_ of \_\_\_\_\_ of 201\_\_\_\_,

\_\_\_\_\_ [date] \_\_\_\_\_ [respondent’s signature]

\_\_\_\_\_ [date] \_\_\_\_\_ [researcher’s signature]

Source: adapted from Kaiser (2012: 462)

## 5. FIELDWORK PLAN

The fieldwork will take place in the next months, by applying the interview tools shown in this paper.

## 6. CONCLUSION

This methodological paper defines how to interview people regarding the process of decision, construction and operation of Faro Airport and its role in the Portuguese tourism policy for the Algarve between 1946 and 1973. The interviewee’s age makes these interviews urgent and unique. We will hear retired workers and people who held head positions at the airport or in other relevant public or private organizations. The use of interviews will allow the access to data otherwise not attainable or not sufficiently evident in other sources, such as documents. The interview consists of hearing the stories of the people, as a narrative,

being the interview a semi-structured, guided and unstructured mix. The use of photographs during the interview will help respondents recall events that occurred decades ago. The snowball sampling technique to choose the interviewee will be used. Content analysis is the method adopted to obtain data from the transcripts of the interviews, in order to construct a coherent narrative and with the contribution of all the interviews and interviewees. This paper allowed us to properly design the interview tools to use in the fieldwork, anticipating the interviewing cycle as a whole assuring an effective and productive work and addressing the ethical issues that research poses when having people hear and use personal data.

## ACRONYMS

BEA: British European Airways.

EFTA: European Free Trade Association.

OECD: Organization for Economic Co-Operation and development. [Today's designation].

PEI: Photo-Elicitation Interview.

QDA: Qualitative Data Analysis software.

TAP: Transportes Aéreos Portugueses.

WW2: Second World War.

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