

THE DEVELOPMENT OF AIRPORT CITY AND AEROTROPOLIS

Airports are becoming new dynamic centers of economic activity, they have incorporated several commercial services and businesses, both inside passenger terminals and on their landside areas. In this process, they have taken on many features of metropolitan central business districts and established themselves as new regional development poles. Different concepts to address this type of developments can be found in the literature; this research will address the concepts of "airport city", "airport corridor", and "Aerotropolis".

The airport city and airport metropolis (Aerotropolis) models are claimed by some authors to have become the norm for strategic development of major hub airports in the 21st century, these new airport development models imply major territorial, social, and economic impacts, as airports' reach extends well beyond their boundaries. However, bibliography on this matter is scarce and presents the concepts of Airport City and Airport Metropolis in a semi-scientific perspective, and sometimes even for publicity purposes.

Hypothetical drivers and dynamics of airport-centered urban development are enumerated in some literature, but the perspectives of different authors are sometimes contradicting. Concept first appeared in the 1970s (USA), referring to the development of industrial and business parks in the vicinity of airfields. Nowadays, it has been used to describe the growth of aeronautical and non-aeronautical land developments occurring at modern airports worldwide.

Planned and integrated real estate development between the city and the airport, arising as a result of the interactions between global flows and players, and local conditions. In practical terms, it consists of linear urban development occurring alongside major surface infrastructure, in the (previously) underdeveloped areas between airports and the major cities they serve.

The Aerotropolis (also known as the Airport Economic Region) describes the sum of all airport-related developments that appear around airports (Schaafsma et al., 2008). It is an area that centers its economy on the airport, which in turn serves as the community's economic engine. It is analogous in shape to the traditional metropolis, made up of a central city and outlying corridors, clusters of aviation-oriented businesses, and their associated mixed-use residential developments.

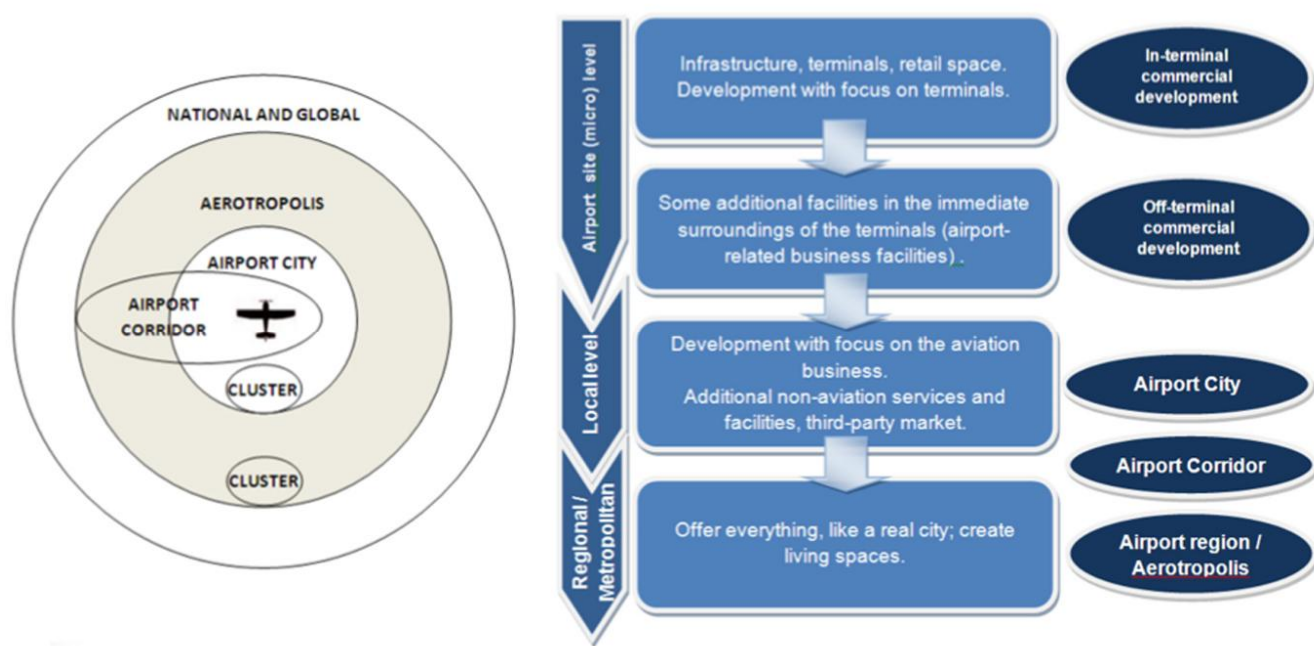


Fig (1) Airport-centered urban development considerations

Liberalization, along with globalization, triggered new developments that caused profound impacts in aviation markets. The need to access income flows that are stable, reliable, and not entirely influenced by aviation cycles, and the significant maturity of commercial activities at some airports, led to the extension of airport offerings to additional target groups (such as visitors, airport employees, and companies from the region).

Airport operators are now increasingly reliant on non-aeronautical revenues, in a trend that has already manifested worldwide, airport companies brought airport commercial development one stage ahead, by moving into real estate businesses, in cases where this type of development fit their value proposition. Examples are now emerging of smaller airports planning for real estate development.

Strategies of commercial revenue diversification through real estate, constituted the main motivation for airport operators to engage in airport centered urban development. Depending on factors such as the degree of territorial authorities' involvement, and the operators' freedom to purchase and develop land outside the airports' boundaries, airport-centered development may occur at different spatial scales (from the micro scale of the passenger terminal, to the regional or metropolitan scale), thus assuming different shapes and manifestations.

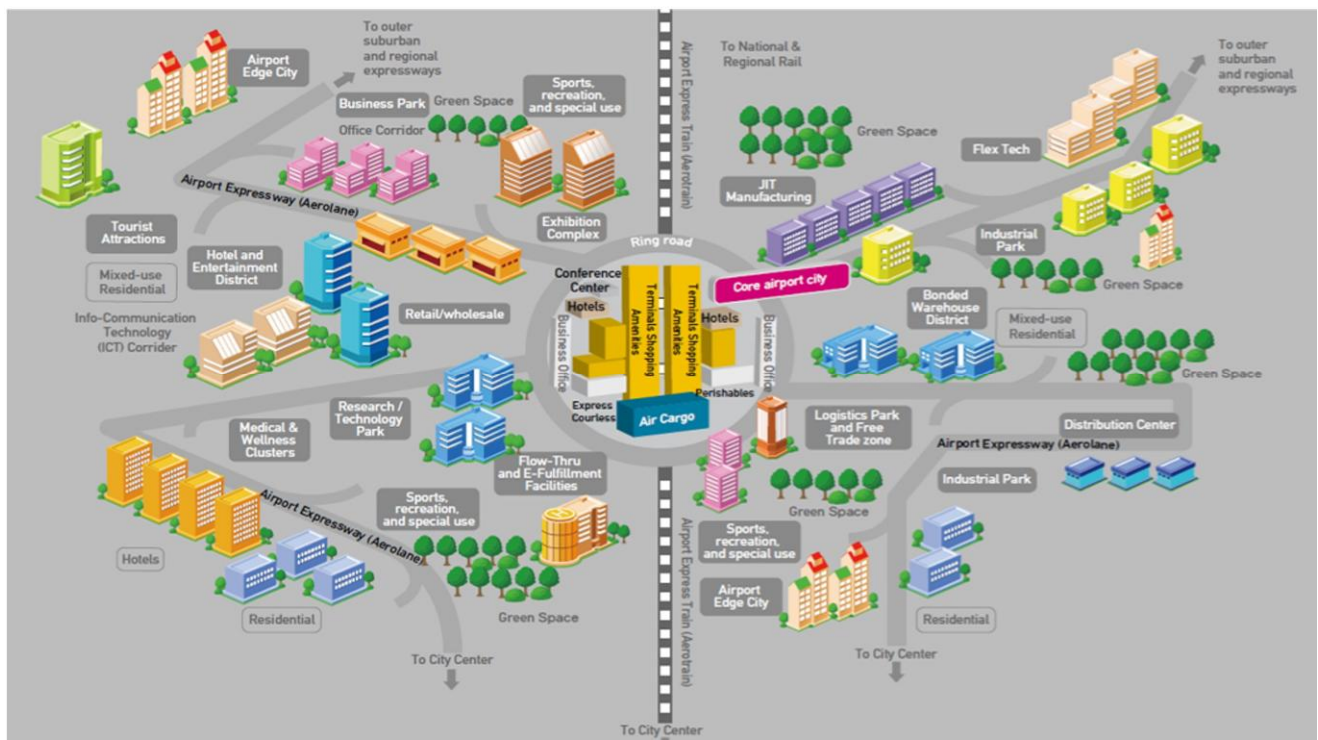


Fig (2) Aerotropolis Concept

The "airport city", "airport corridor", and the "Aerotropolis" concepts arose as descriptive models for this type of development, the airport city concept is perceived by the agents involved as the clustering of multifunctional business property projects at airports and in their immediate surroundings, airport city developments are primarily oriented towards one or more of four markets: real estate, air cargo and logistics, retail, and services to business travelers, their added value relies mostly on four pillars of their infrastructure: the aviation node, the surrounding surface networks and public transport provision.

Sustainable development of the aviation node in the airport city core is fundamental to fuel its activities, and allow its expansion outwards, into an airport corridor or Aerotropolis model, this expansion occurs when it is accompanied by a corresponding evolution in the value proposition of the Airport stakeholder. Development is greatly shaped by the mutual interactions between Airport, Users, and Politicians.

The potential of an aviation node for airport city development relies on four main areas:

- Connectivity.
- Economic potential of the hinterland;
- Sustainable development context.
- Commercial attitude of the airport operator.

Future recommendations:

- The implementation of large-scale airport-centered urban development models should be preceded by mature airport city development

- The adequacy of an aviation node for airport city development should be assessed in light of the four critical factors identified.
- Airport commercial development must be developed synergistically with the aeronautical activities at its core.
- Existence of a critical mass of air traffic is key for sustainable commercial development.
- Successful airport-centered urban development is a joint and coordinated effort from the airport operator and the surrounding territorial authorities.

References

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ОСОБЛИВОСТІ ОРГАНІЗАЦІЇ ДІЛЯНКИ ЗАКЛАДІВ КУЛЬТУРНО-ПРОСВІТНИЦЬКОЇ ДІЯЛЬНОСТІ В УМОВАХ ЩІЛЬНОЇ ЗАБУДОВИ МІСТА НА ПРИКЛАДІ СВІТОВОГО ДОСВІДУ

Містобудівна ситуація, безпосереднє оточення і власне ділянка культурно-просвітницького закладу мають значний вплив на архітектуру будівлі, зручність будівництва та експлуатацію [1]. До того ж, простора і добре обладнана та озеленена ділянка є невід’ємною частиною культурно-просвітницького закладу. Призначена для проведення культурно-масової та спортивно-оздоровчої роботи на відкритому повітрі, а також відпочинку та інших видів діяльності, ділянка *служить значним доповненням* до основного складу приміщень [2].

Однак, останнім часом з підвищенням рівня урбанізації та ущільненням міської тканини не завжди є можливість виділити територію, яка б відповідала всім вимогам і створювала б оптимальні умови для функціонування закладу. Тому необхідно передбачити альтернативні шляхи виходу з даної ситуації. Розглянемо декілька цікавих прикладів планування та забудови ділянки закладів культурно-просвітницької