

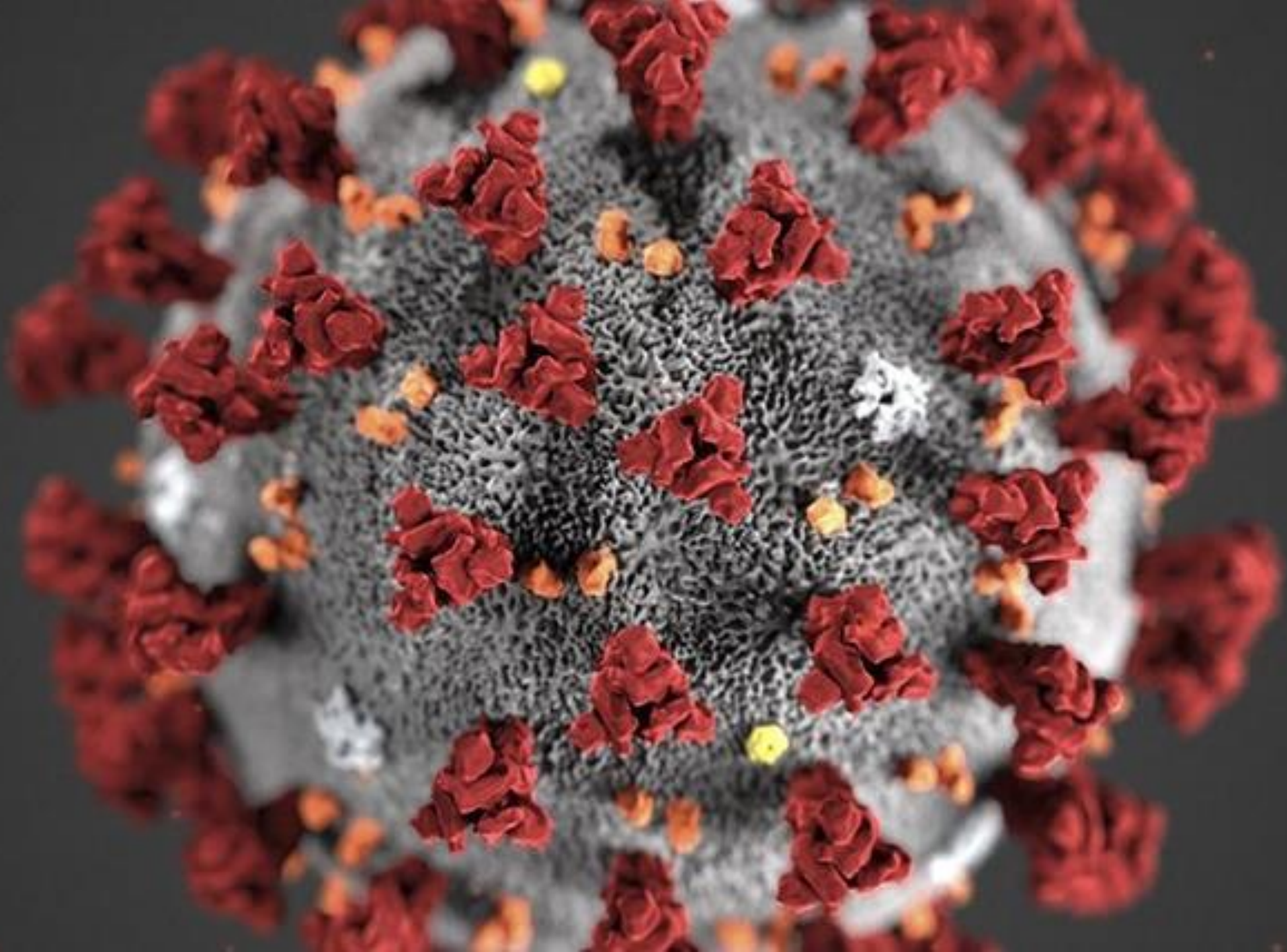
The Role of Airports in Thriving City-Regions

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Institute of Municipal Finance and Governance, University of Toronto | 10 March 2021







AIRPORTS COUNCIL INTERNATIONAL - NORTH AMERICA

THE VOICE OF AIRPORTS®

Economic Impact of COVID-19

March 25, 2020

Canadian Airports



Canadian airports will lose at least

\$2.2 Billion

in CY2020 due to the COVID-19 Pandemic

Total Enplanements

First Half 2020

Full Year

↓ **37**
Million

↓ **65**
Million

Passenger Traffic

March - June

Full Year

↓ **71%**

↓ **42%**

compared to forecasted 2020 levels

Operating Revenue

Total Operating Revenue Losses

-\$2.2B



a **51%** reduction from cancellations in domestic and international travel.

Operating Expenses

Increased Expenses from COVID-19

- Custodial Costs
- Upgraded Supplies
- Extra Shifts/Staffing
- Hand Sanitizing
- Education and Training



For more information, visit canadasairports.ca >>



Transportation / Airlines



Toronto's Pearson airport cuts workforce by 27% as traffic plunges to 1996 levels

Greater Toronto Airports Authority said it will let go of 300 staff and eliminate 200 unfilled positions.



Bloomberg News
Ilya Banares

Jul 15, 2020 • July 15, 2020 • 1 minute read • Join the conversation





Airport Council International

“Understanding the imprint of the pandemic on cities and the means through which they are being rebuilt demands we put ‘infrastructure’ at the center of our analysis.”

(Enright and Ward, 2021: 1-2)

nal



Arrivées Internationales

19:34

TIME/HEURE FROM/DE	FLIGHT/VOL	STATUS/ETAT
19:45 DALLAS-DFW	AC7664	DELAYED - 19:56
19:45 NASHVILLE	AC8805	DELAYED - 20:10
19:45 SAN FRANCISCO	AC756	DELAYED - 20:01
19:46 HARTFORD	AC8025	ON TIME
19:50 ANTIGUA	AC961	DELAYED - 23:21
19:50 FRANKFURT	A33076	LANDED
19:53 MIAMI	AC1645	DELAYED - 20:28
19:58 BOSTON	AC7607	LANDED
20:00 LAS VEGAS	AC1852	ON TIME
20:08 CLEVELAND	AC8546	ON TIME
20:11 RALEIGH	AC7917	DELAYED - 20:38
20:20 NEWARK	AC7659	DELAYED - 20:36

TERMINAL 1 AÉROGARE

TIME/HEURE FROM/DE	FLIGHT/VOL	STATUS/ETAT
20:25 IXTAPA	AC945	ON TIME
20:25 WASHINGTON-DCA	AC7617	ON TIME
20:30 TAIPEI	BR036	ON TIME
20:30 WARSAW	LO045	EARLY - 20:12
20:37 CHICAGO-ORD	EI6436	ON TIME
20:37 NEW YORK-LGA	AC7587	ON TIME
20:45 CARTAGENA	AC1873	DELAYED - 21:17
20:45 CHARLOTTE	AC7585	EARLY - 20:31
20:45 ST. LOUIS	AC7934	EARLY - 20:27
20:55 LONDON-LHR	A33058	EARLY - 20:45
20:55 SAN JUAN	AC957	DELAYED - 21:58
21:00 BOSTON	AC527	ON TIME

INTERNATIONAL ARRIVALS / ARRIVÉES INTERNATIONALES

TIME/HEURE FROM/DE	FLIGHT/VOL	STATUS/ETAT
21:00 LAS VEGAS	AC4852	ON TIME
21:10 BARBADOS	AC967	DELAYED - 21:29
21:10 LISBON	TP259	EARLY - 20:49
21:18 PHILADELPHIA	AC7539	EARLY - 21:01
21:19 ATLANTA	AC7547	EARLY - 21:06
21:36 DALLAS-DFW	AC7666	ON TIME
21:40 SARASOTA	AC1633	ON TIME
21:45 ST.MAARTEN	AC1245	EARLY - 21:33
21:48 NEWARK	SK6889	ON TIME
21:55 ARUBA	AC1295	DELAYED - 22:25
21:55 GRENADA	AC177	DELAYED - 23:10
22:00 BERMUDA	AC135	ON TIME

19:34

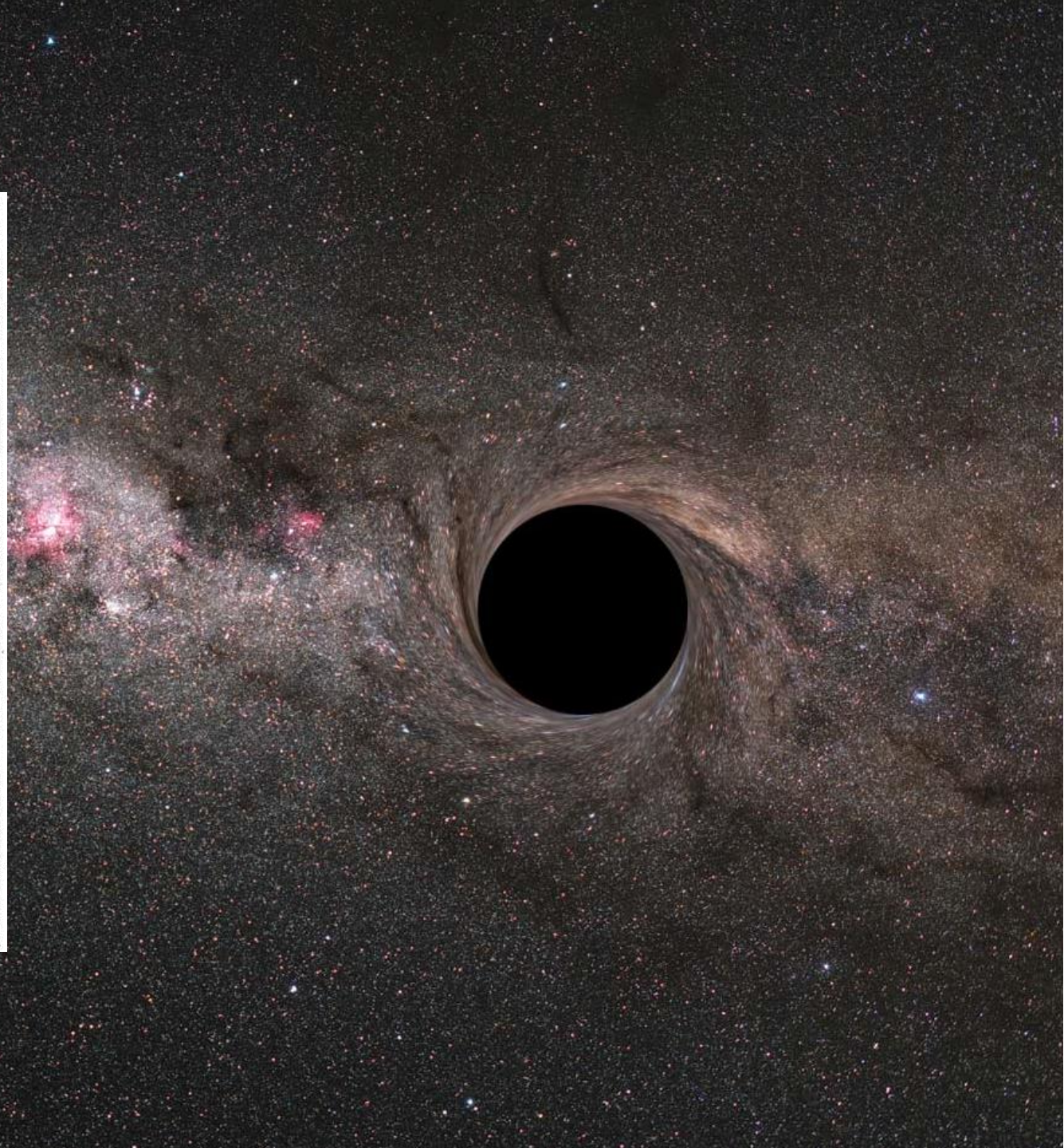
TIME/HEURE FROM/DE	FLIGHT/VOL	STATUS/ETAT
22:12 NEW YORK-LGA	AC7589	ON TIME
22:20 NEWARK	AC7661	ON TIME
22:25 IXTAPA	AC1895	DELAYED - 23:25
22:28 FT LAUDERDALE	AC1629	ON TIME
22:37 HOUSTON-IAH	NZ9983	ON TIME
22:40 HOUSTON-IAH	AC596	ON TIME
22:52 DENVER	UA2026	ON TIME
23:05 ST.LUCIA	AC1879	ON TIME
23:15 LOS ANGELES	AC796	DELAYED - 23:43
23:35 ORLANDO	AC1677	ON TIME
23:44 DENVER	AC1040	ON TIME
23:49 CHICAGO-ORD	AC4407	ON TIME

Governance of & by infrastructure

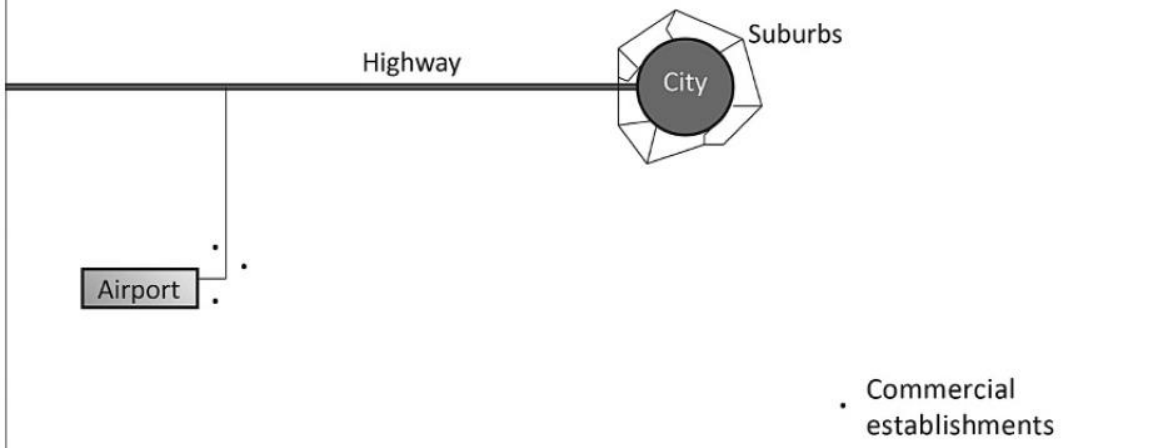




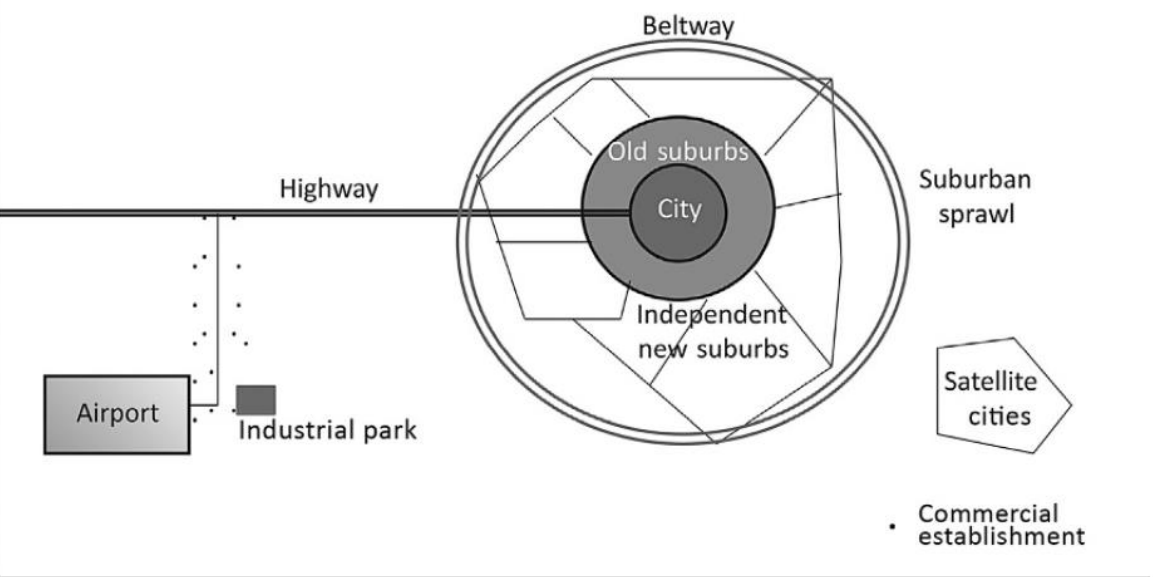
Airports and Urban Economic Development



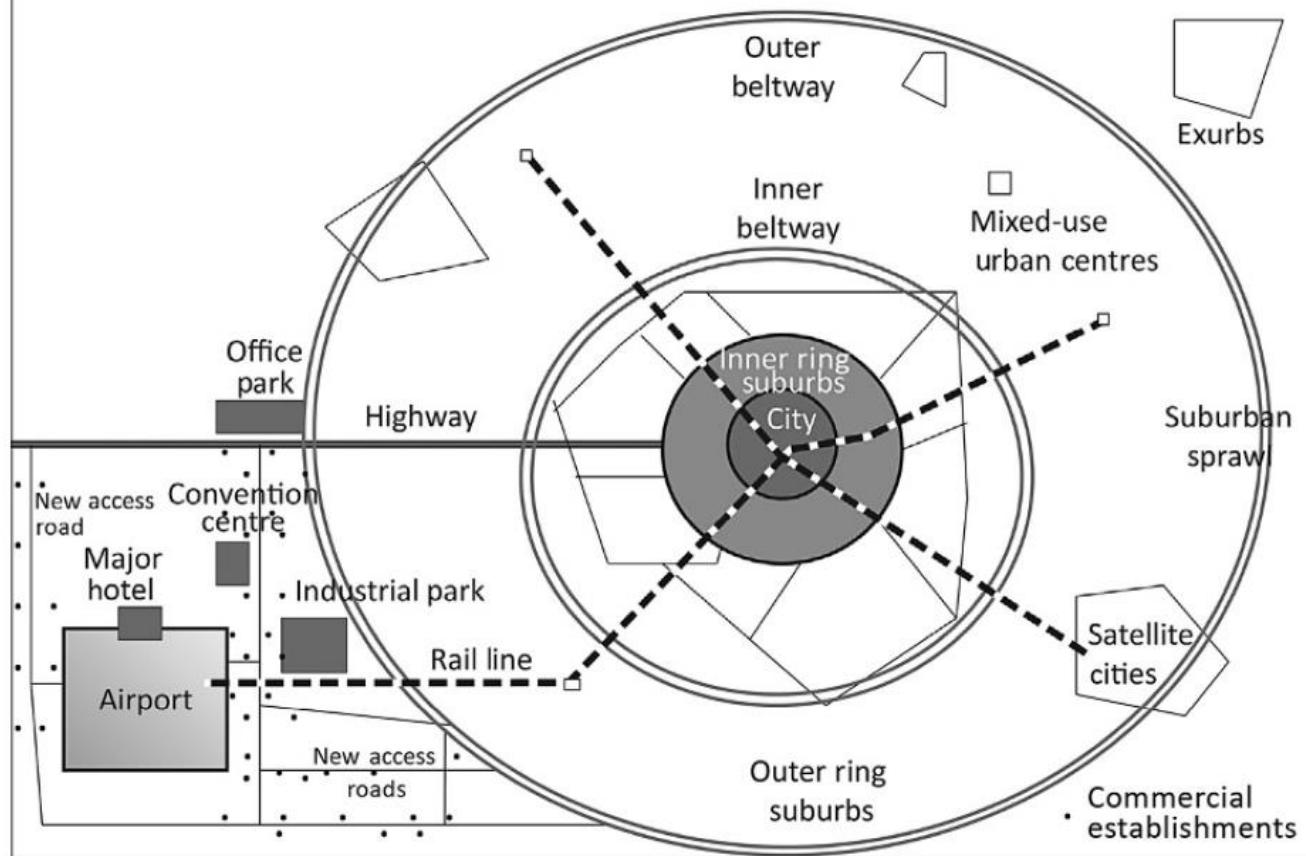
Stage 1: Simple extended outpost



Stage 2: Diversifying outer node



Stage 3: Globalised metropolitan centre



Amsterdam Schiphol AirportCity



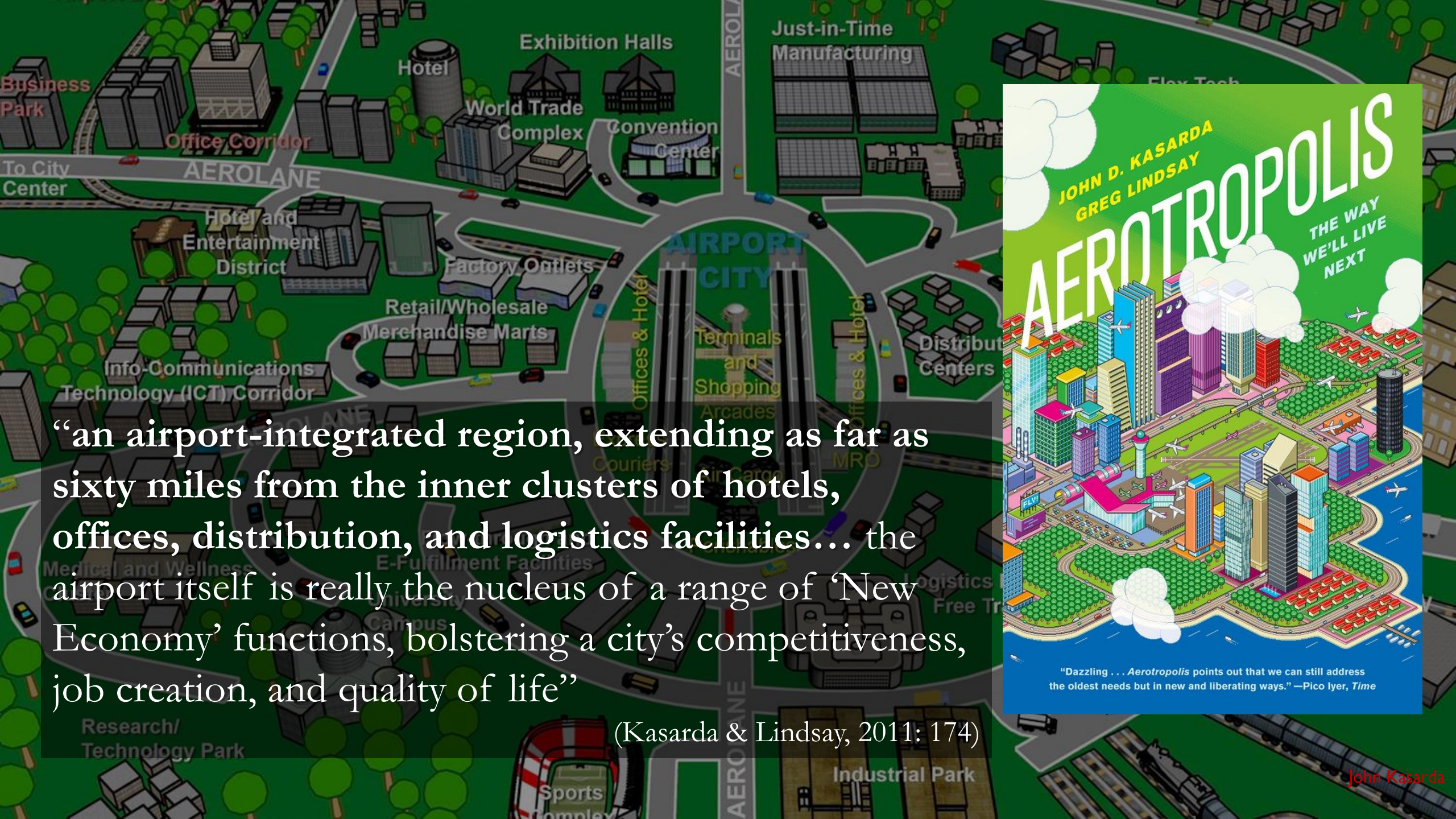
Aerotropolis Manchester



Hyderabad Airport City

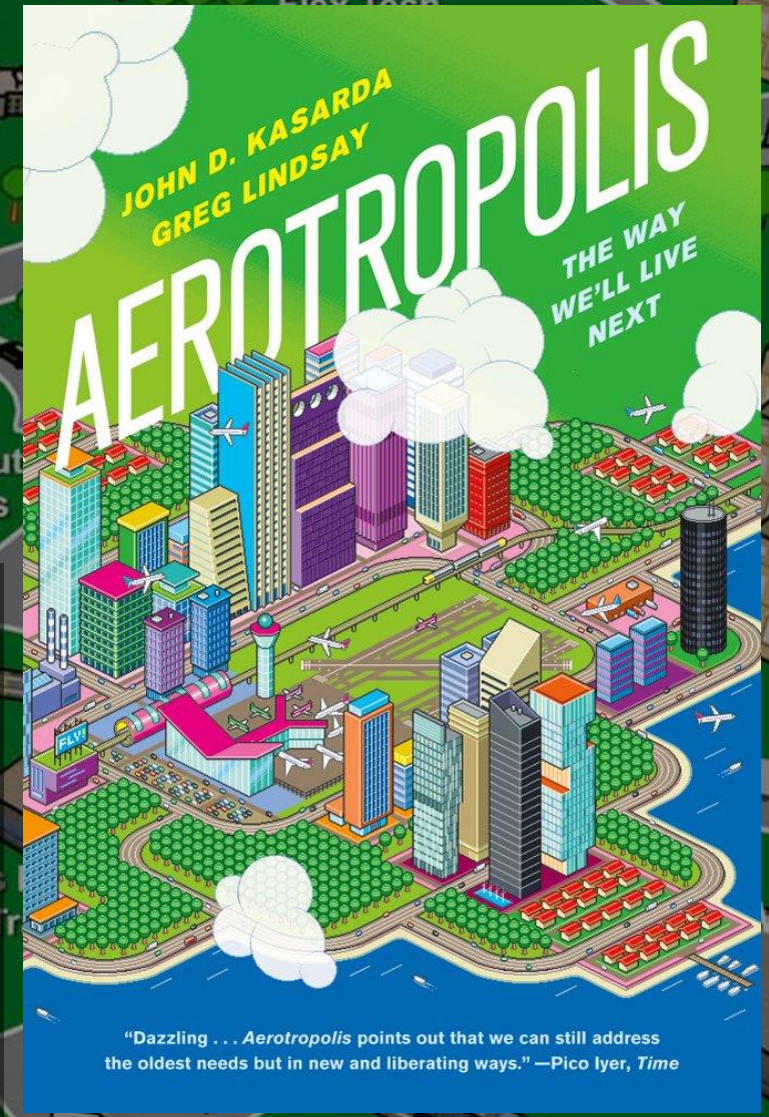


HIA Airport City - Doha



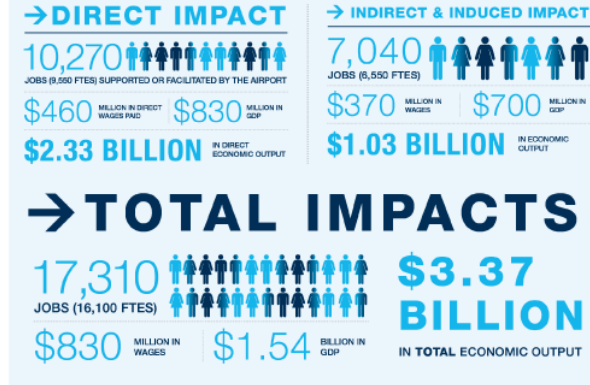
“an airport-integrated region, extending as far as sixty miles from the inner clusters of hotels, offices, distribution, and logistics facilities... the airport itself is really the nucleus of a range of ‘New Economy’ functions, bolstering a city’s competitiveness, job creation, and quality of life”

(Kasarda & Lindsay, 2011: 174)





Winnipeg Richardson International Airport is a major contributor to the economy of Winnipeg and Manitoba. Jobs, GDP, expanding the reach of business – our community airport is a transportation hub and community connector for this region!



GETTING YOU WHERE YOU NEED TO GO

In 2016, Winnipeg Richardson International Airport had **4 MILLION** passengers travel through its doors.



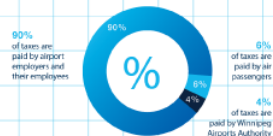
That's over **11,000 PASSENGERS A DAY!**

MAKING THE SPECIAL DELIVERIES

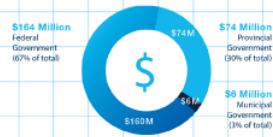
As the number one dedicated freighter airport in Canada, we keep goods flowing efficiently across the country and around the world with more than **300 CARGO FLIGHTS A MONTH!**



ANNUAL TAX IMPACT OF YWG



TOTAL TAX CONTRIBUTION

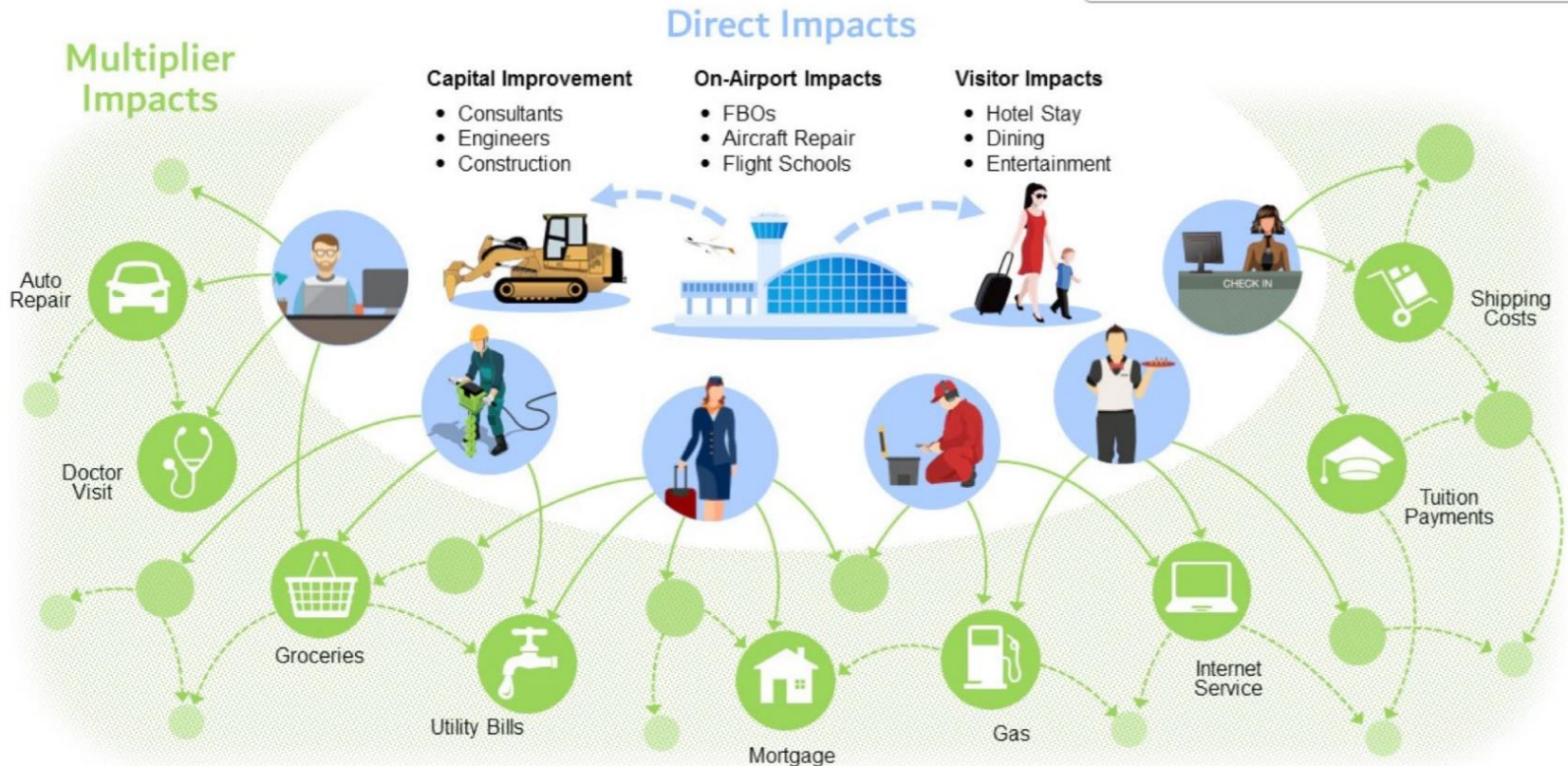


Altogether, YWG makes a combined **\$245 MILLION** tax contribution.

Add it all up: WAA is committed to ensuring that Winnipeg Richardson International Airport continues to adapt to the increasing speed of business, provide the facilities our growth requires, and deliver the services that Manitobans need to succeed. **The numbers tell the story!**

ECONOMIC IMPACT MODEL

● + ● = Total Impacts



\$ 2.3 BILLION federal, provincial and municipal taxes facilitated by activities at SOAN airports

55,300 direct jobs supported by the operations at SOAN airports





What role do airports play in
ensuring thriving and
prosperous city-regions?

How airports drive economic growth

By **Richard Florida** Opinion
▲ Fri., April 20, 2018 | ⌚ 3 min. read



In more than three decades of studying urban economic development, I haven't been compelled to think much about airports — until recently.

For me, and for many other experts in my field, there were two key things that drove innovation and economic growth in cities: high-tech industries and highly educated knowledge, professional and creative talent.

ADVERTISEMENT







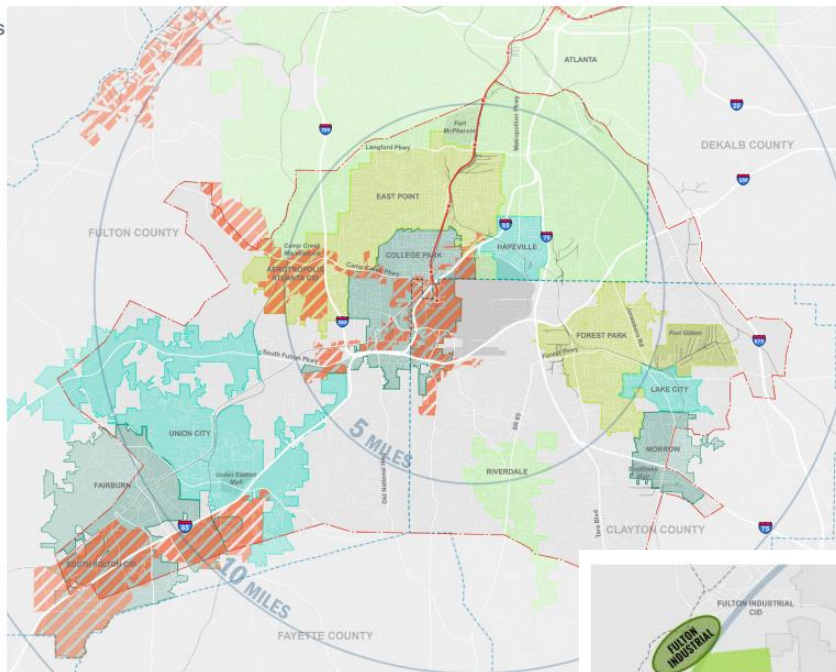
Scale 'beyond city life'

An aerial architectural rendering of a large-scale urban development project. The top portion shows a modern airport terminal with a white, curved facade and a large tarmac area with several aircraft. Below the terminal is a dense cluster of multi-story buildings, some with glass facades and others with solid white walls. A prominent feature is a large, white, curved structure that appears to be a transit hub or a large public building. The surrounding area includes roads, green spaces, and a mix of building styles, suggesting a comprehensive urban planning project. The text "Crossing the event horizon" is overlaid in a yellow, stylized font across the middle of the image.

Crossing the *event horizon*

THE AEROTROPOLIS ATLANTA AREA AND ITS POLITICAL BOUNDARIES

- Study Boundary
- Existing MARTA Rail
- Community Improvement Districts (CID)
- Municipalities
- County Lines
- Railroads
- Airport South CID

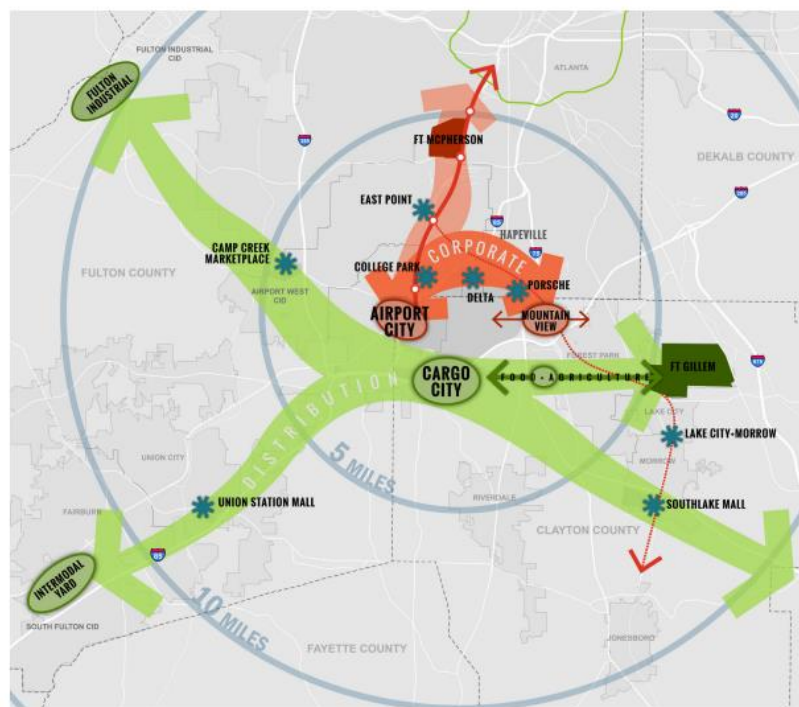


STUDY AREA SNAPSHOT

- 165 Square Miles
- 2 Counties + 10 Cities
- Major Routes: I-285, I-85, I-75
- Population: 297,630
- Employment: 179,480 (2011)
- 10 miles from Downtown Atlanta to the airport



AEROTROPOLIS ATLANTA



THE AEROTROPOLIS ATLANTA CORE

- Corporate Crescent
- Distribution Corridors
- Transit Corridors
- Points of Interest
- Existing MARTA Rail
- Potential MARTA Expansion
- Atlanta BeltLine
- Municipalities
- County Lines



Warehouse/Distribution Workers within a 45-Minute Drive Time of Hartsfield-Jackson International Airport

135,700+

Number of warehouse distribution workers

+10.6%

Projected growth rate of warehouse jobs over the next decade

\$14.39

Median hourly earnings for warehouse workers compared to \$15.10 nationally

Corporate/Office Workers within a 45-Minute Drive Time of Hartsfield-Jackson International Airport

215,300+

Number of corporate/office workers

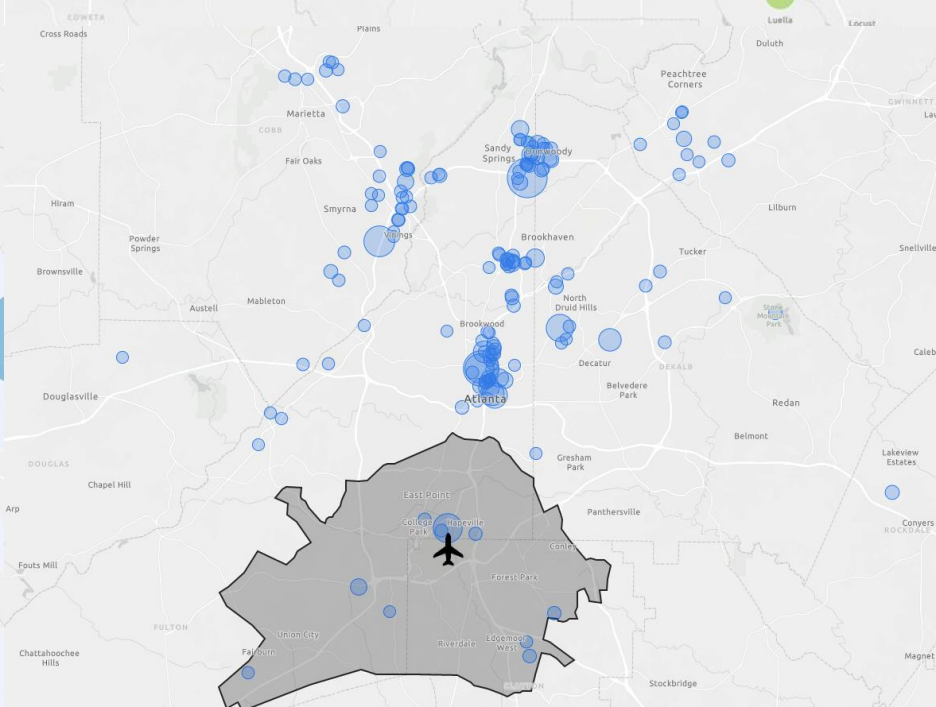
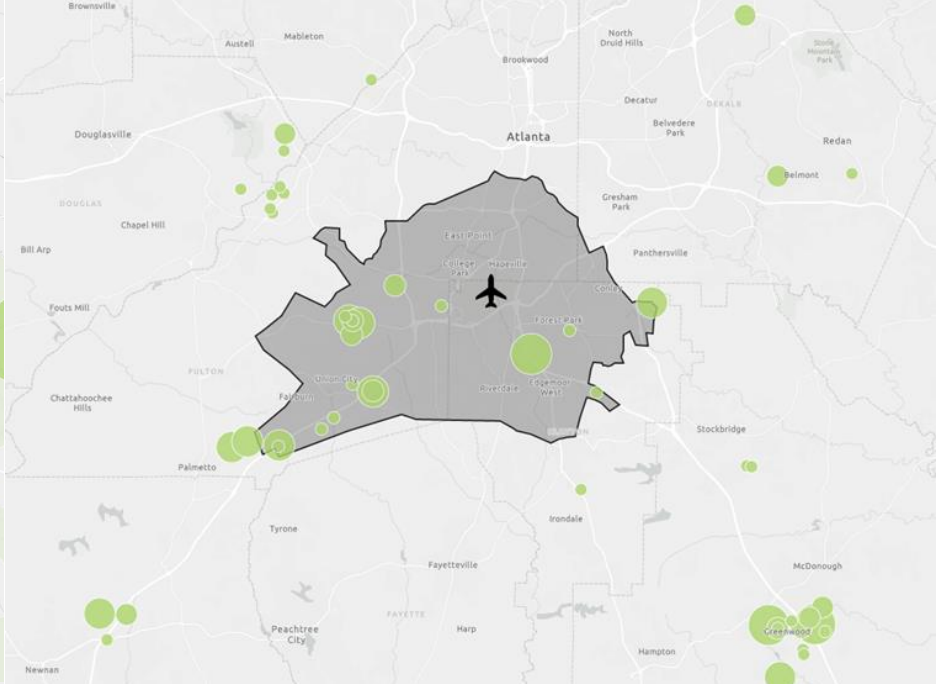
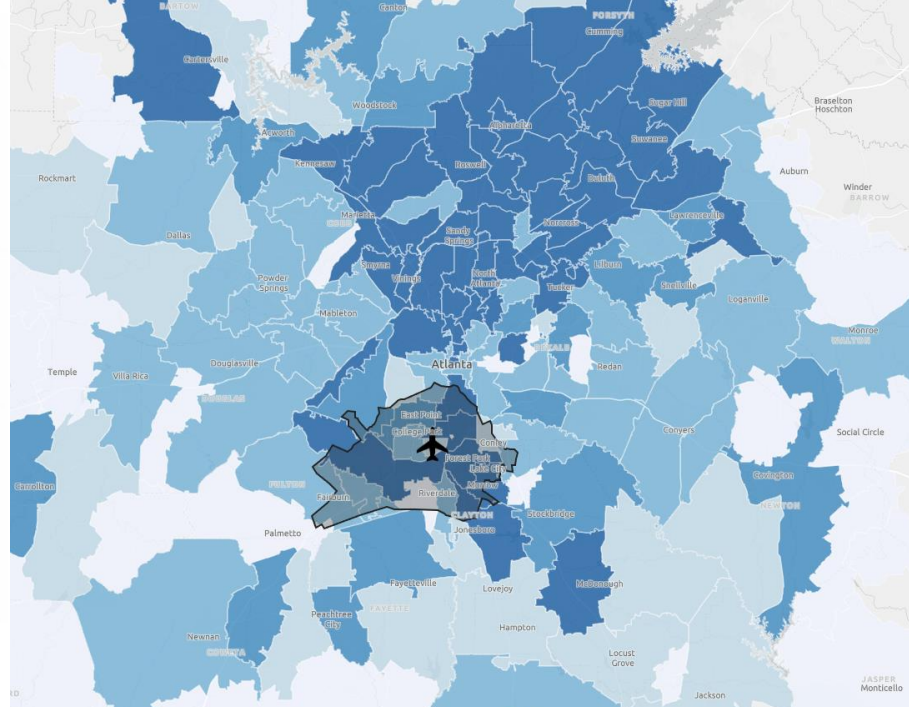
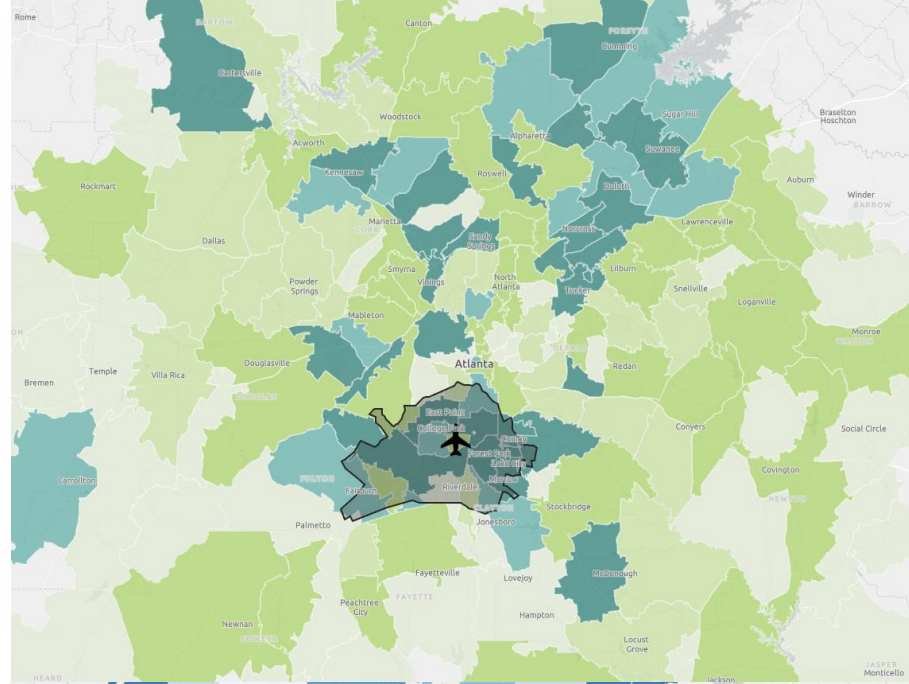
+7.2%

Projected growth rate of corporate/office jobs over the next decade

\$21.71

Median hourly earnings for corporate/office workers

(Atlanta Aerotropolis, 2019)





SOUTHERN ONTARIO AIRPORT NETWORK

Specialization, competition, collaboration



Food for thought

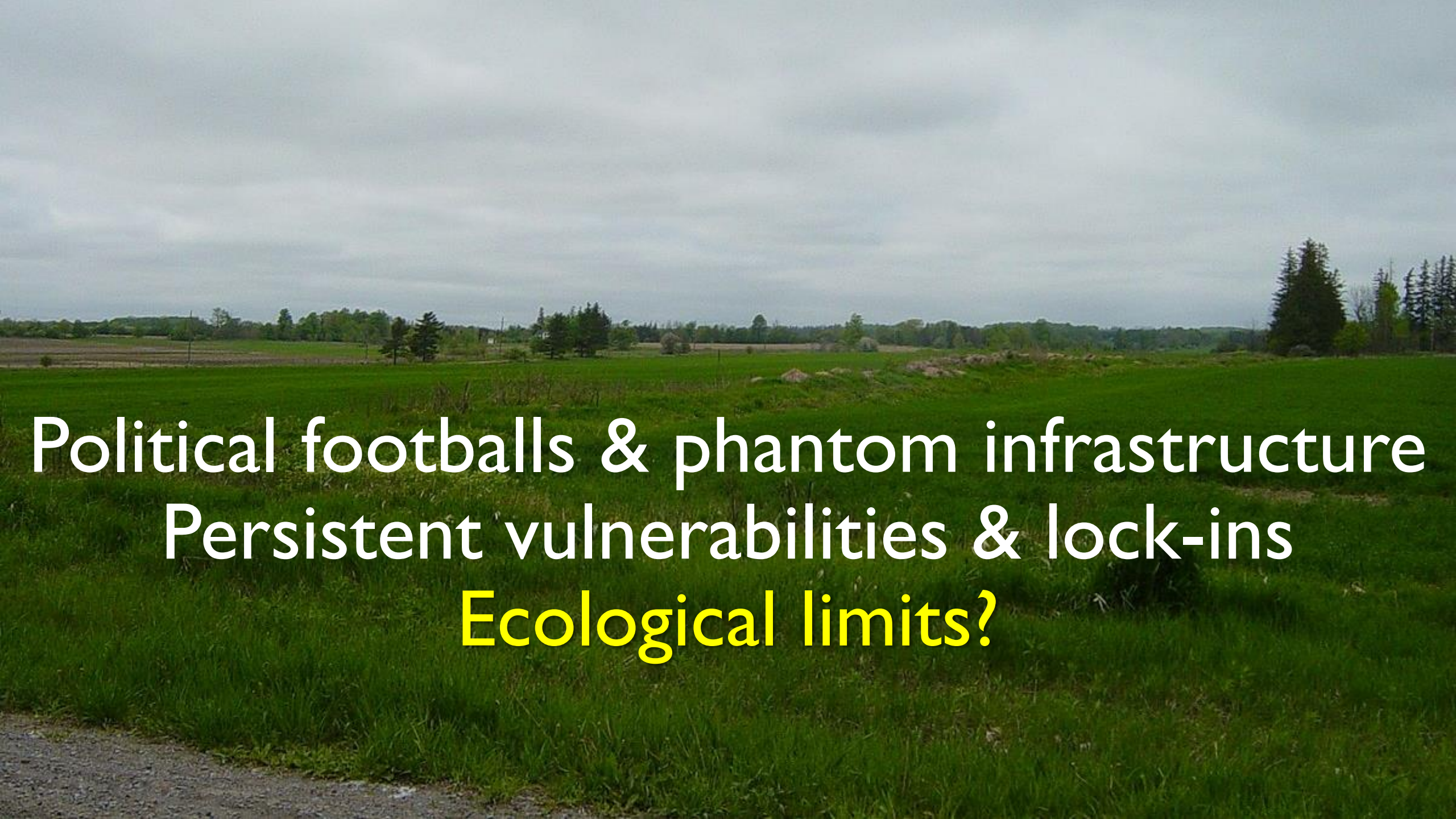




Political footballs & phantom infrastructure



Political footballs & phantom infrastructure
Persistent vulnerabilities & lock-ins

A wide, flat landscape with green grass and a cloudy sky. The foreground is a gravel path leading into a field of tall green grass. In the distance, there are scattered trees and a low horizon line under a heavy, grey sky.

Political footballs & phantom infrastructure
Persistent vulnerabilities & lock-ins
Ecological limits?