



Source: Adapted from Peneda, Reis and Marcario, *Critical Factors for Development of Airport Cities*, Transportation Research Record, Journal of the Transportation Research Board, No. 2214, Transportation Research Board of the National Academies, 2011.

**Airport City:** An airport city is populated with businesses that directly rely on or support aviation activities. These include companies that support or rely on air freight and passenger air service, as well as companies that provide goods or services to passengers and to other businesses in the airport city. Agglomeration economies create positive dynamics between businesses within an airport city. For example, a restaurant may locate adjacent to an airport to serve airport visitors and workers. If a manufacturer also locates adjacent to an airport (for freight access advantages), the workers at the manufacturing facility can in turn become customers of the restaurant, thus creating a deeper and more stable customer base for the restaurant.

**Airport Corridor:** An airport corridor encompasses airport-related development that occurs along a direct surface transportation connection to the airport.

**Aerotropolis:** Airport influence extends into the broad airport market area. This includes businesses located throughout a region that are patronized by visitors arriving via the airport, as well as other airport-reliant businesses that may choose to locate further away due to a variety of locational preferences, but nevertheless benefit from airport access in support of core economic activities (i.e. goods movement, or business travel).

Note: This material draws on material developed for [ACRP Report 121 Innovative Revenue Strategies – An Airport Guide](#), based on a framework set forth by Peneda, Reis and Marcario in *Critical Factors for Development of Airport Cities*, Transportation Research Record, Journal of the Transportation Research Board, No. 2214.