



AIRPORT CITIES 2016  
SHANGRI-LA HOTEL, QINGDAO | CHINA  
15-17 NOVEMBER 2016  
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**FACE-TO-FACE WITH:**



**Douglas Baker**  
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Dr. Douglas Baker is Professor and Head of Property and Planning in the School of Civil Engineering and the Built Environment at the Queensland University of Technology, Brisbane, Australia. Dr. Baker's areas of expertise include land use planning, airport management, and regional air transport. He has worked across the airport and air transport sectors in Australia, Canada and Europe. Prior coming to Australia, he worked in the public and private sectors, and was acting Head of School of Environmental Planning at the University of Northern British Columbia. Professor Baker was the leading investigator of an international research team that evaluated the Airport Metropolis concept from 2007-2011. He currently is working with the University of Cologne and T.U. Berlin on an international collaboration evaluating the planning of airports within the urban context. In addition, his research investigates the challenges of regional air transport in rural and remote Australia.

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**In your own opinion, what are the essentials to note in planning and managing an airport city?**

The external development of land around the airport city needs to be coordinated with both the land uses around the airport and with infrastructure that leads into the airport. This requires the managers of the airport city to be well coordinated with state and city planners, and infrastructure providers. Secondly, the stakeholders around the airport, such as community groups and businesses, need to be included in the development of the airport. They need to be informed and integrated into major decisions. In this way the airport city will get support from surrounding communities.

A second important factor in planning an airport city is the ownership and leasing structure used for the businesses and land development. It is important to have attractive land tenures for potential clients that will come into the airport city as land and business developers.

**What do you feel are the most likely scenarios or changes that the airport city or aerotropolis industry will face in the next 5 years?**

The first challenge the airport city will face will be to ensure that land development and the tenants are secure over the next 5 years as the economy slows down. The airport city land development strategy has to be attractive to secure businesses that will face economic downturns. The strategic plan needs to provide incentives to keep their tenants within this context.

A second challenge that may impact airport cities is stakeholder support from surrounding communities and businesses. Stakeholders from outside the airport are becoming stronger and more vocal on the role of the airport. It is critical that airport cities have strong stakeholder management teams to link with external communities.

**What do you think is the role of UBM Airport Cities (ACE) and how does this benefit the industry?**

The role of UBM Airport Cities is to bring changing ideas and land strategies to the airports that are developing around the airport city concept. The commercial viability and strategies to improve the business model require constant updates from UBM.

**What do you hope to see in the future series of UBM Airport Cities?**

An assessment of what is working and what is not working in Airport Cities. An analysis of the airport city after a decade of implementation would be good over the next few conferences.

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