



**Publication Alert September 2006 –
University College Dublin presents new method for measuring
accessibility of European airports.**

The paper describes a simple method for comparing airports based on their accessibility to regional, continental or global air transport networks, using a variety of different measures of traffic. Accessibility can be thought of as the capacity of a location to be reached from other locations, or to provide access to other locations. The accessibility measure used assigns a metric to each airport and is based on the number of passengers that may potentially pass through the origin airport during a calendar year. The number of available seats associated with each scheduled flight is adjusted to reflect the importance of the relevant destination airport. The advantage of this methodology is that it relies on a limited dataset while still giving policy makers and others professionals in the airport business insight into the accessibility of airports and regions.

Accessibility

With rising incomes, new entrant carriers, growing tourism and travel markets and the internationalization of business activities, many small communities are examining the possibilities of playing an active role in the initiation of new air services to connect regional, national and international air transport networks. When a small community examines the potential introduction of new air links, the objectives are likely to include the enhancement of accessibility to and from the locality. It is important for small communities to be able to assess the relative strengths of potential destination airports in terms of attractiveness of both the destination itself and the onward connections that are available from it.

Method

They present a method where the relative accessibility or attractiveness of European airports is ranked for the years 2000, 2003 and 2005. The method is applied to all Irish and UK airports for the years 2000, 2003 and 2005 and compares the performance of these airports in serving UK/Ireland, Western European, Greater European, North American and global air transport markets. The introduction of new air links to a region extends the air transport network and improves the accessibility enjoyed by potential passengers located at both ends of the service, due to speed and convenience of air travel relative to surface alternatives.

Measure

Various measures can be derived to allow an objective measurement of accessibility. Detailed reviews of accessibility may be found in Bhat et. Al (2005), Victoria Transport Policy Institute (2005) and Rodrigues et al. (2006). Also the connectivity measure applied by Burghouwt and de Wit (2006) could be used. The advantages of the

accessibility measure method over these measures is, that it is less time consuming and therefore easier to calculate. To compare the accessibility of all European airports in similar circumstances, where resource limitations constrain more elaborate modeling approaches.

For each origin airport and for each year, four accessibility measures were computed, namely accessibility based on:

- Available seats and the ranks of destination airports
- Available seat miles and the ranks of destination airports
- Available seats and the proportional traffic of destination airports
- Available seat miles and the proportional traffic of destination airports

Source:

Title: Accessibility and attractiveness of European airports: A simple small community perspective

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Source: Air Transport Management (2006) (forthcoming)