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Key Findings: 2014 ATRS Global Airport Performance Benchmarking Project

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2014 ATRS Global Airport Performance Benchmarking Project

Key Findings

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OUTLINE

- Objective of the ATRS Benchmarking Study
- Airports Included and ATRS Database
- Some Characteristics of Sample Airports
- Methodology
- Key Results on Efficiency and Costs
- User Charge Comparisons

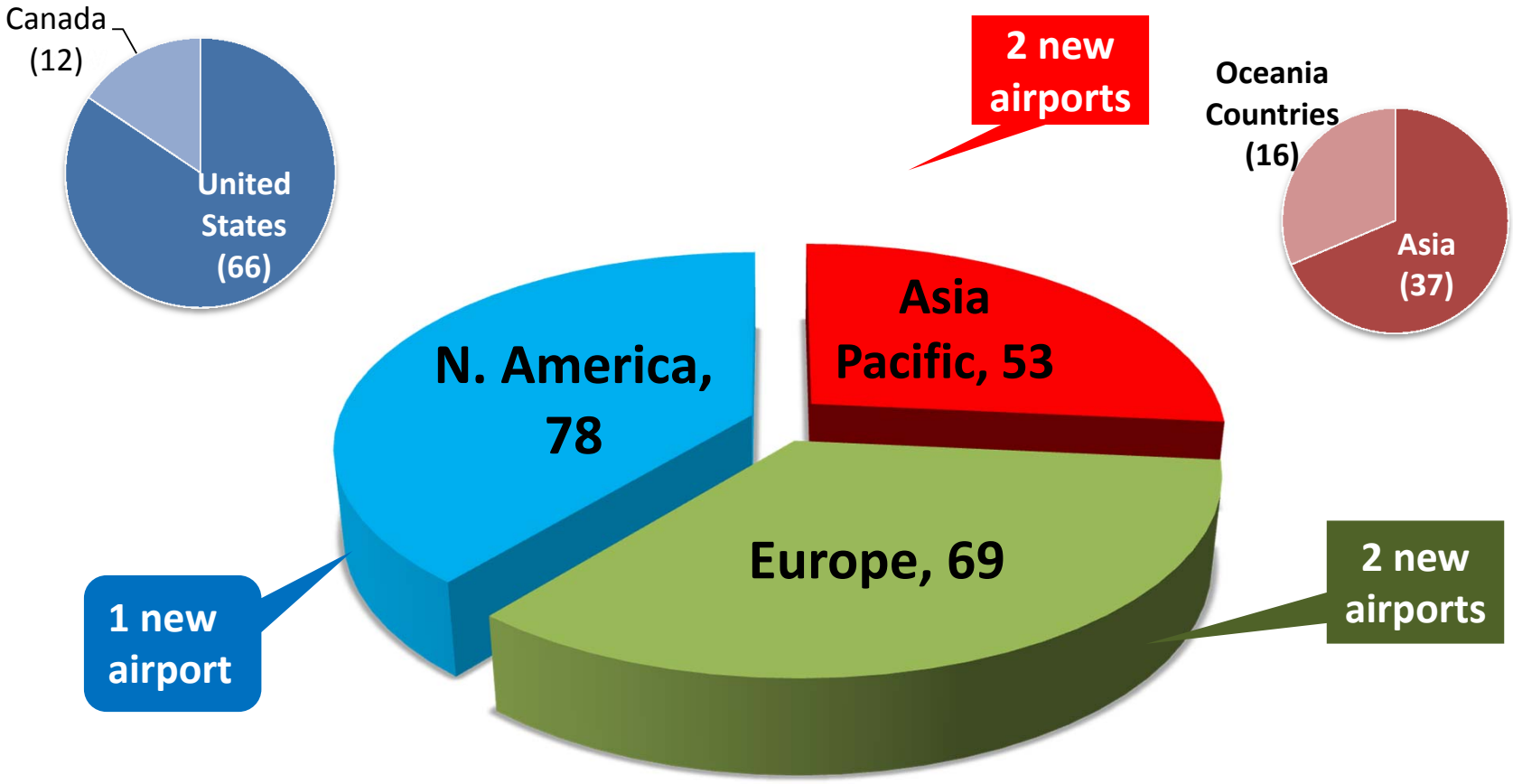
OBJECTIVE OF THE BENCHMARKING STUDY

- To provide a comprehensive, unbiased comparison of airport performance focusing on
  - **Productivity and Operating/Mgt Efficiency**
  - **Unit Cost Competitiveness**
  - **Airport User Charges**
- Our study **does not treat service quality differentials** across airports because of our research resource constraints

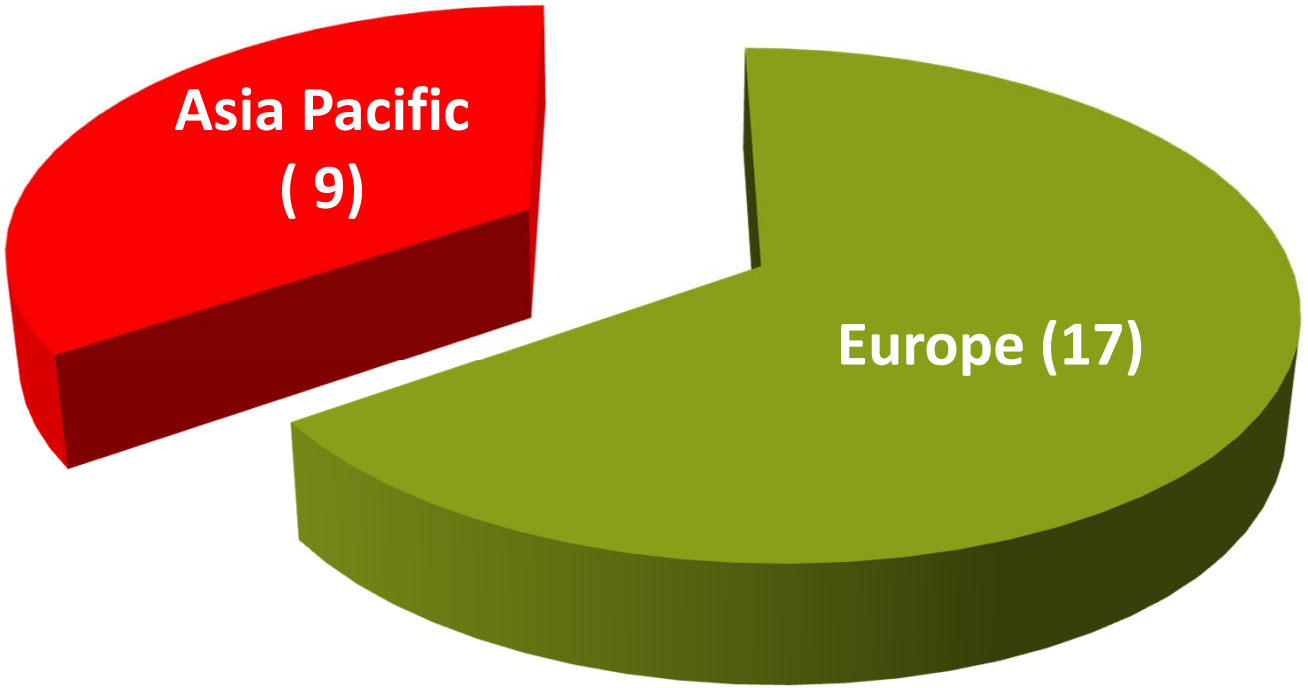
2014 ATRS Global Airport Performance Benchmarking Project

Airport Database

200 MAJOR AIRPORTS AROUND THE WORLD



26 AIRPORT GROUPS



ATRS AIRPORT DATABASE, FY 2002-2012 (11 years)

- The ATRS Database contains historic information (since FY 2002) including financial data, traffic and capacity data for the major airports and airport groups in the following geographic regions:
  - **Asia Pacific including Oceania; Europe; North America**
  - Limited data on S. America and Africa
- The data in each continent is segregated into:
  - **Traffic statistics and composition**
  - **Airport characteristics** (runways, terminals, ownership form, etc)
  - **Aeronautical Activities and Revenue**
  - **Non-Aeronautical Activities and Revenue**
  - **Labor input and other Operating Expenses**
  - **Financial info obtained from Balance Sheets**
- Visit http://www.atrsworld.org/Database.html for more details and to purchase.

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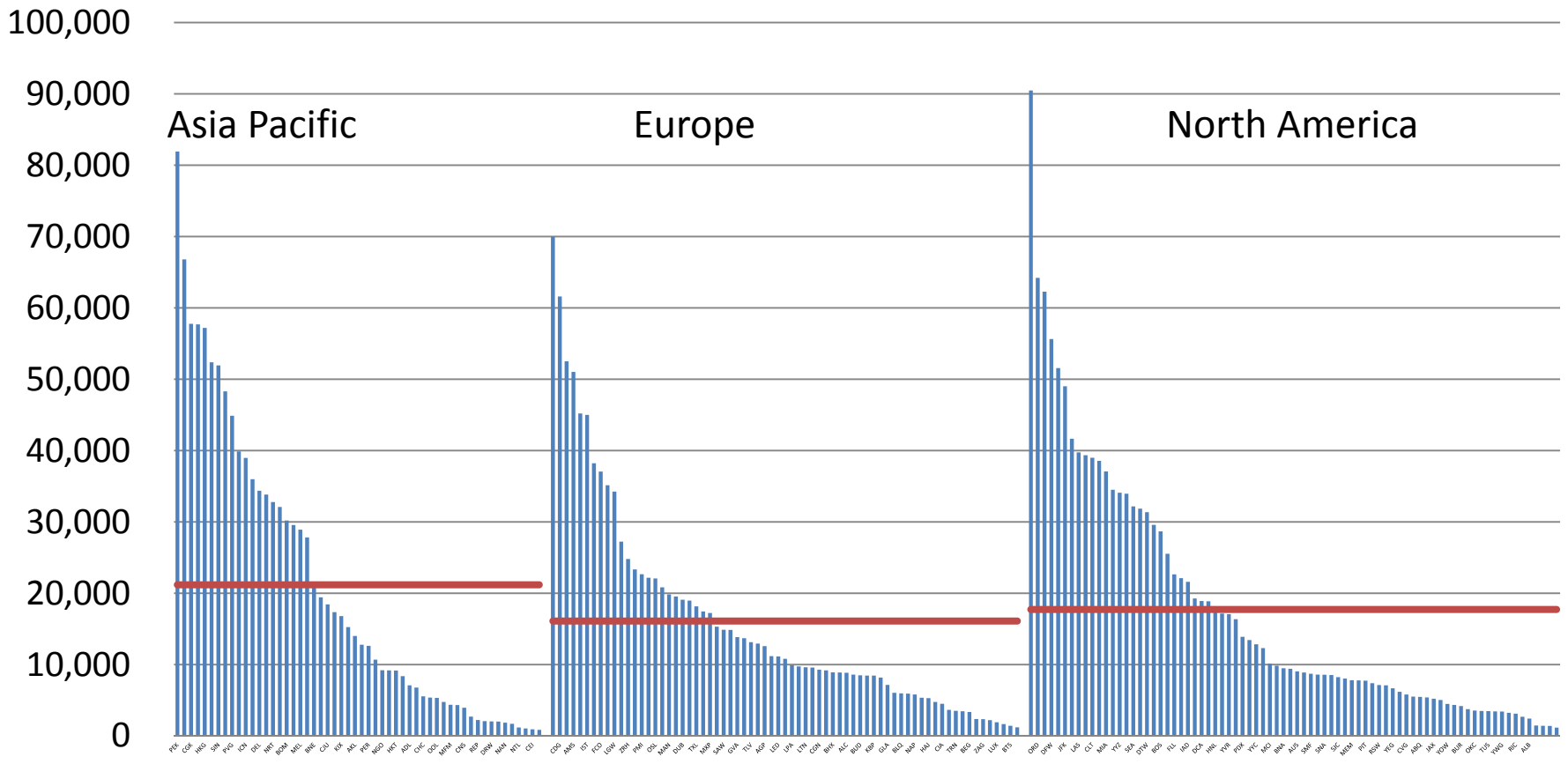
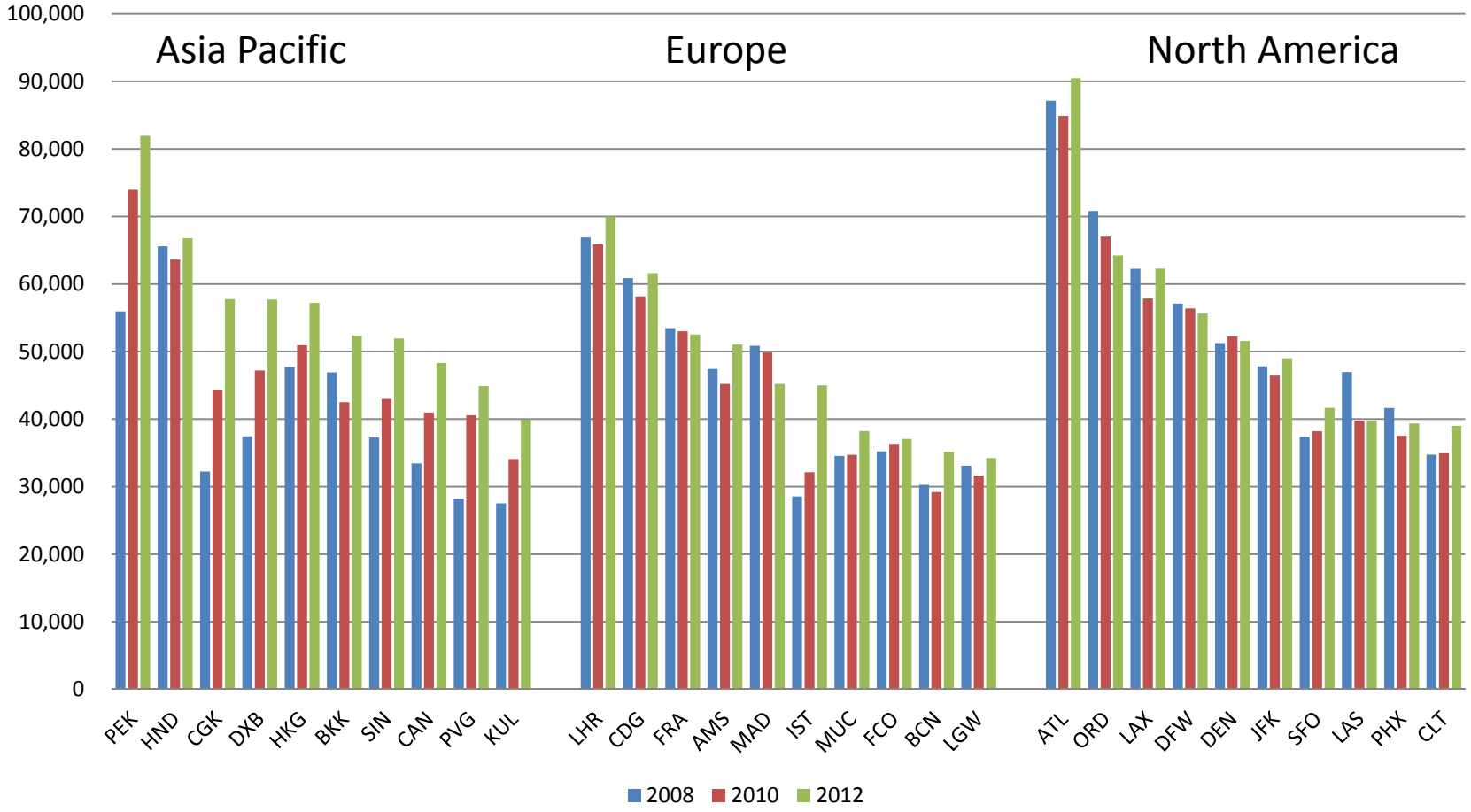
Airport Characteristics

PASSENGERS TRAFFIC, FY2012
(IN '000 PASSENGERS)

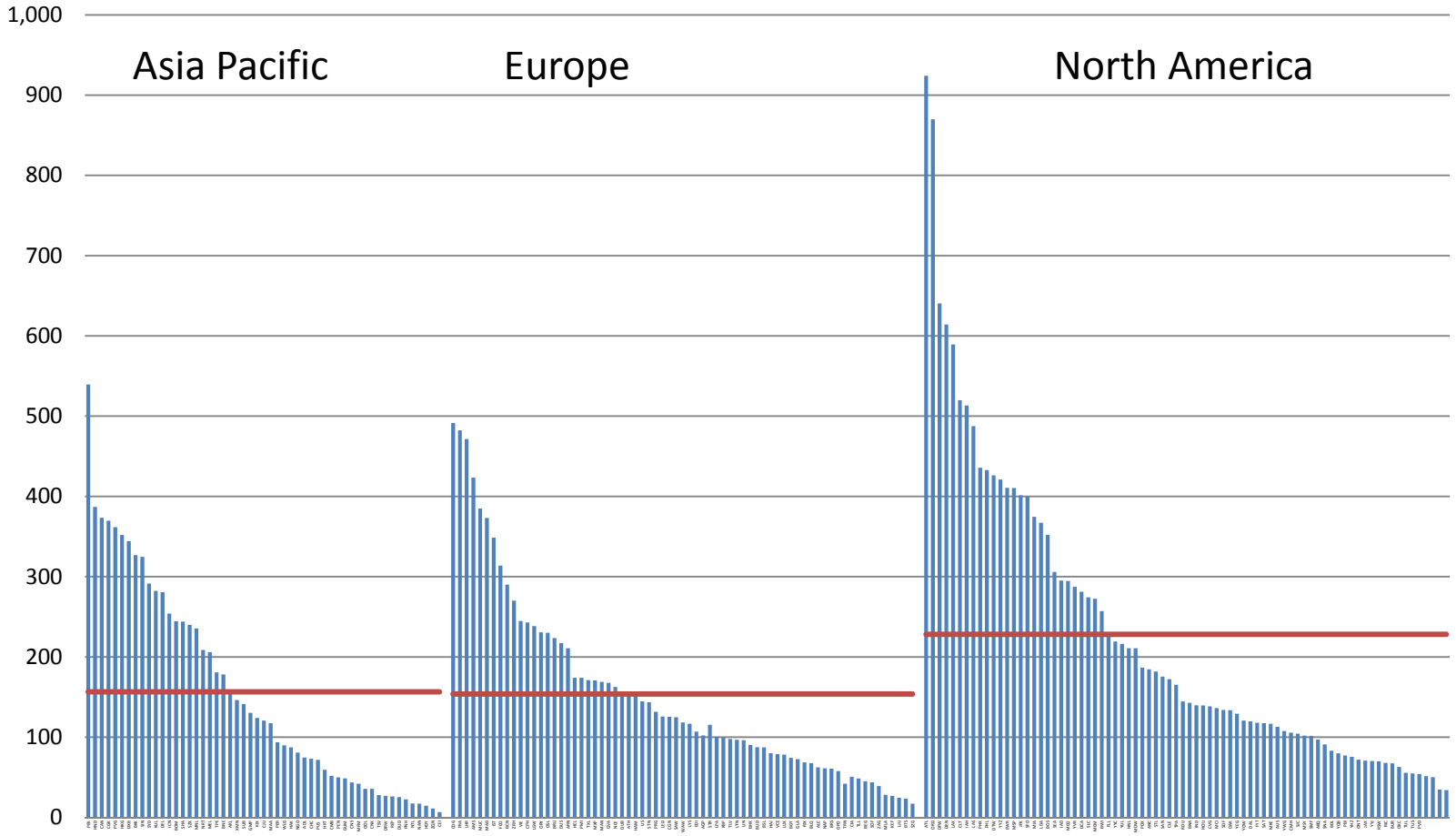


PASSENGER TRAFFIC ('000)- TOP 10 AIRPORTS:

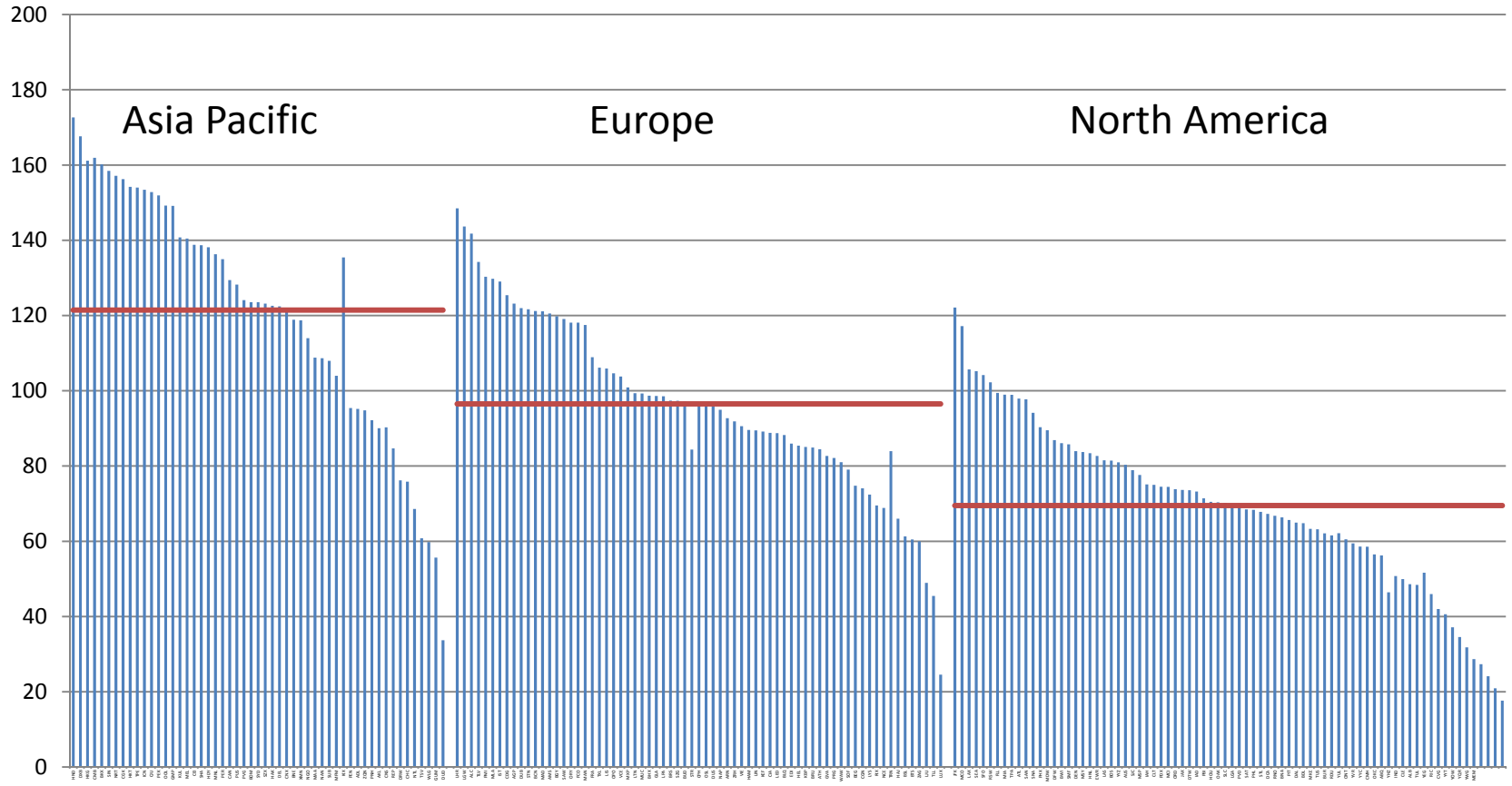
FY 2008, 2010, 2012



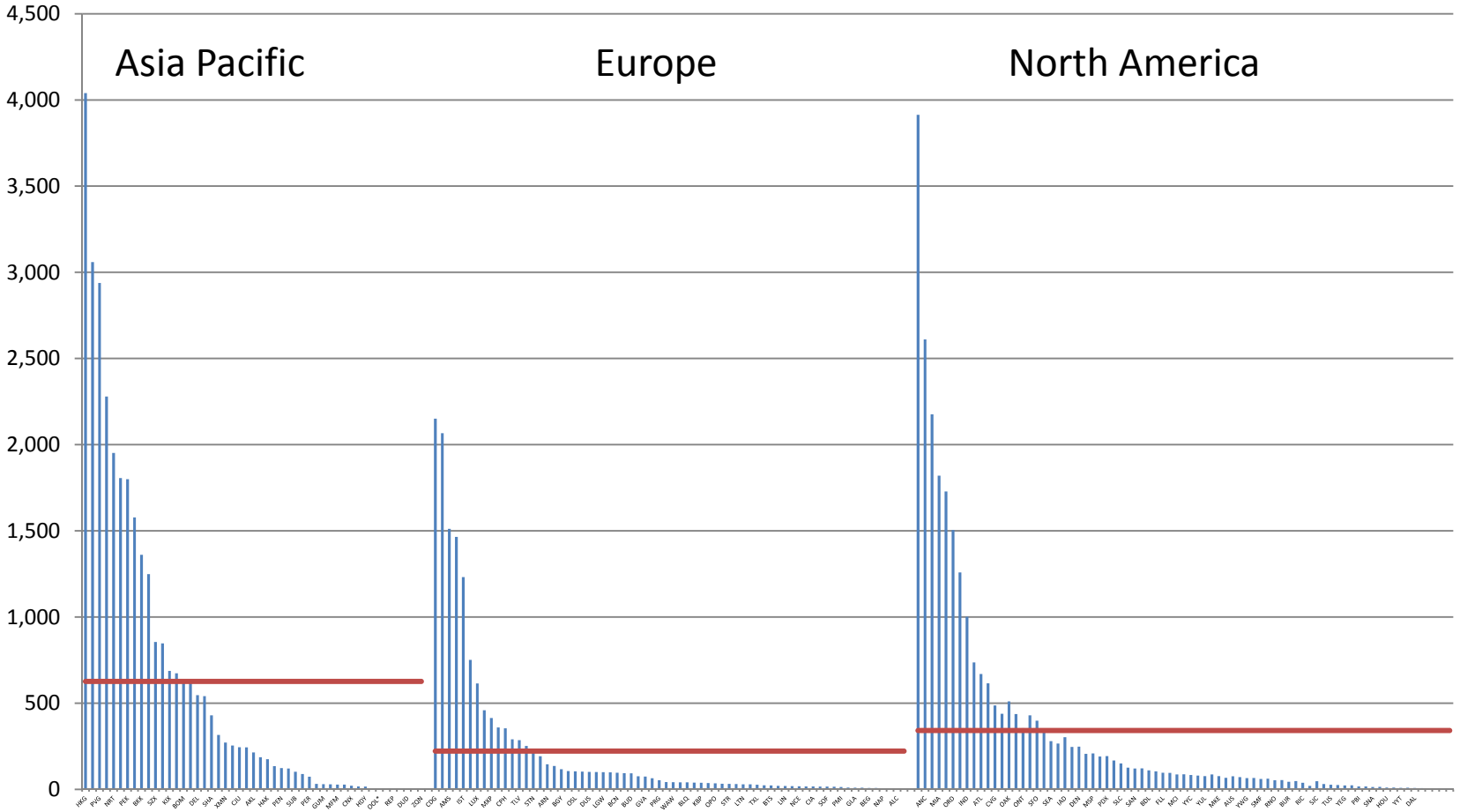
AIRCRAFT MOVEMENTS, FY 2012
('000 ATM)



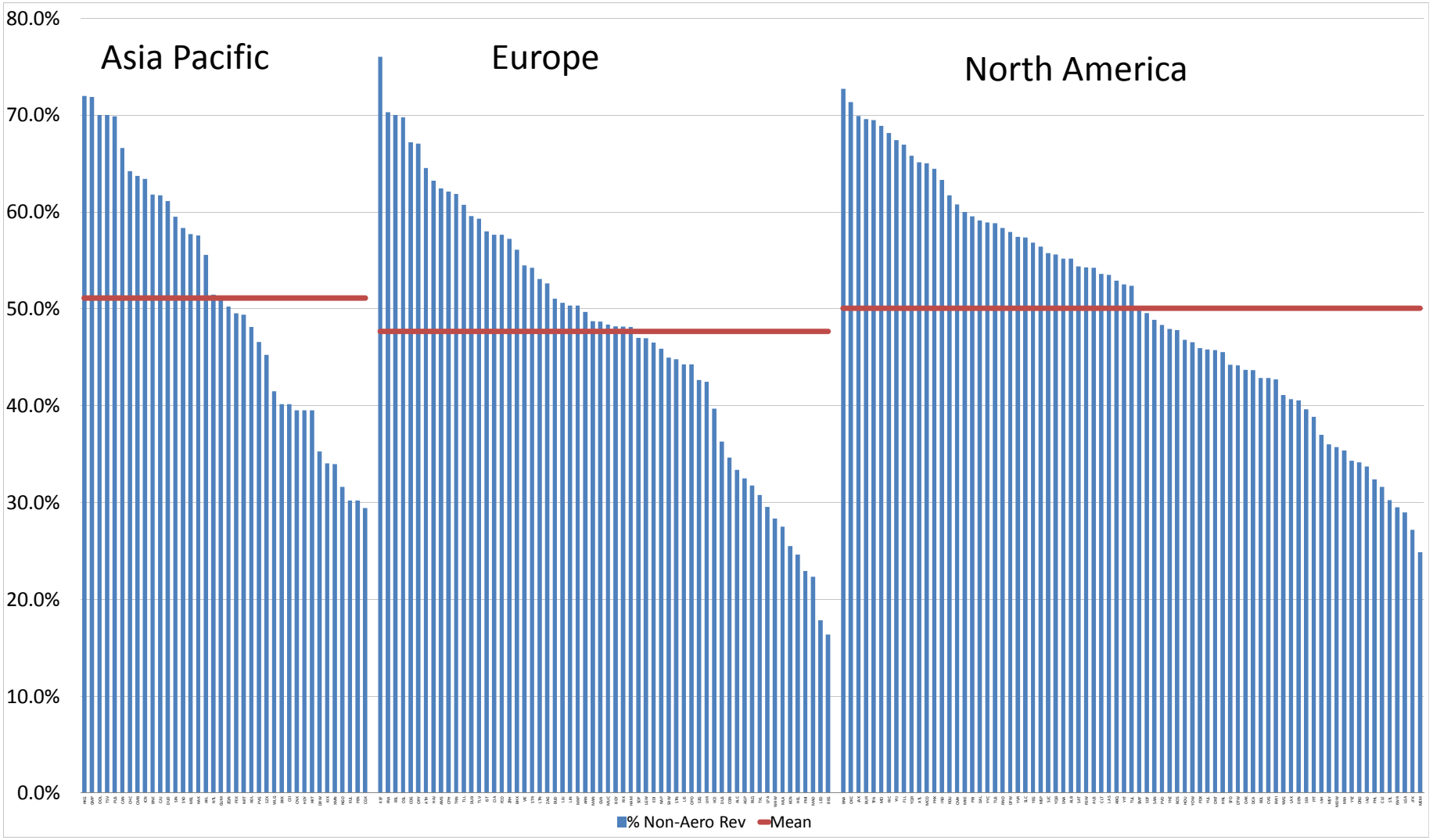
PASSENGERS PER AIRCRAFT MOVEMENTS, FY 2012



AIR CARGO TRAFFIC, FY 2012
('000 METRIC TONS)



% NON-AERO REVENUE, FY 2012



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Methodology

AIRPORT PRODUCTIVITY INDEX

Outputs

- Aircraft movement
- Passenger
- {Cargo tonnes}
- Non-aeronautical revenue output

Inputs

- Labour
- Other non-capital (soft-cost) input
- [Runways, terminal size, # of gates]

METHODOLOGY: EFFICIENCY MEASUREMENT

❑ Variable Factor Productivity (VFP) Index

- Impossible - Total Factor Productivity (TFP) because of capital input cost accounting problem (comparable across different countries)

❑ Unit Operating Cost Competitiveness Index:

Combines **VFP** and **Input Price Index**

MULTILATERAL AGGREGATION METHOD

- This **multilateral output (input)** index procedure uses the following revenue (cost) shares to aggregate output (inputs)

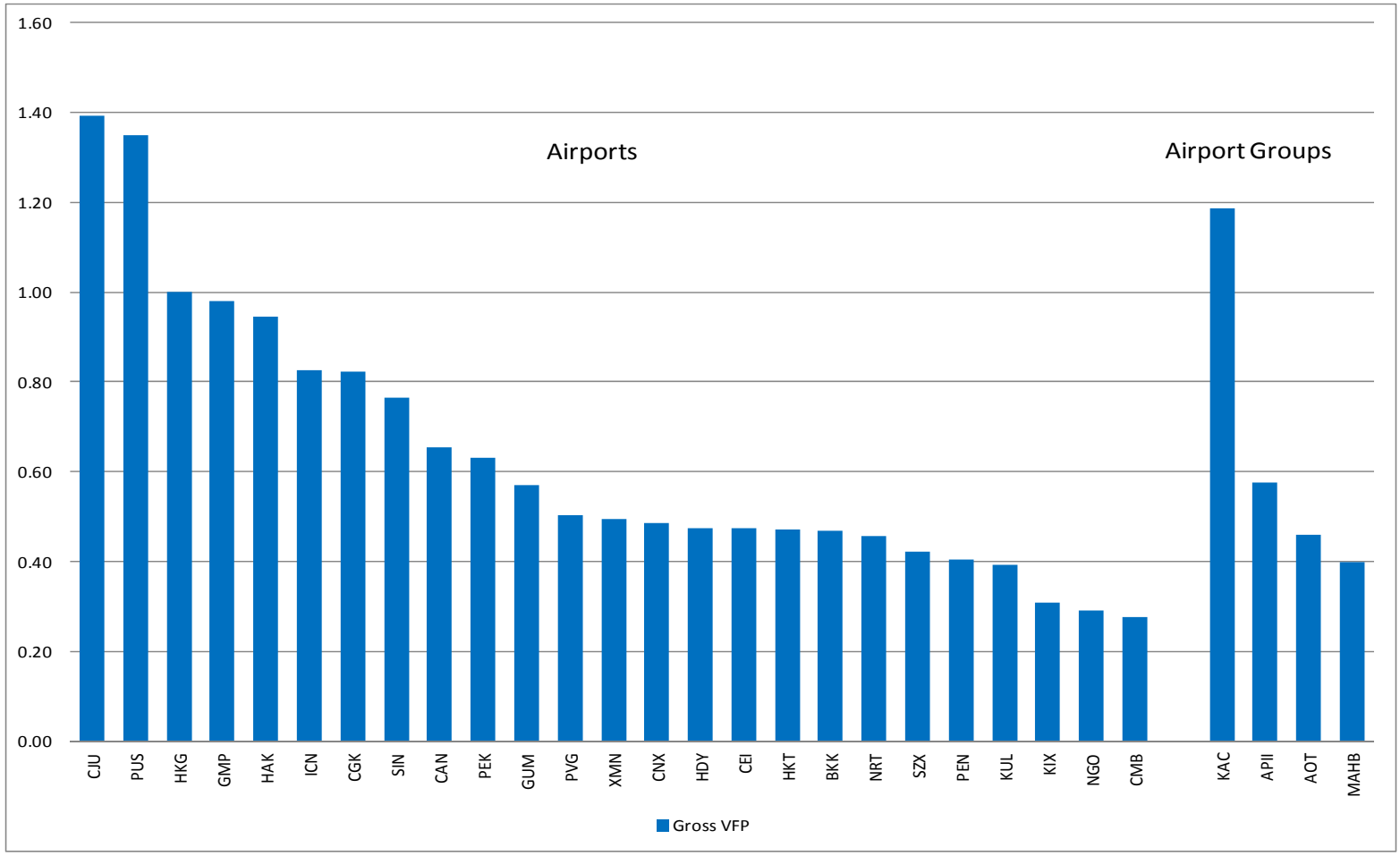
$$\ln \frac{Y_i}{Y_j} = \sum \frac{R_{ki} + \bar{R}_k}{2} \ln \frac{Y_{ki}}{\tilde{Y}_k} - \sum \frac{R_{kj} + \bar{R}_k}{2} \ln \frac{Y_{kj}}{\tilde{Y}_k}$$

$$\ln \frac{X_i}{X_j} = \sum \frac{W_{ki} + \bar{W}_k}{2} \ln \frac{X_{ki}}{\tilde{X}_k} - \sum \frac{W_{kj} + \bar{W}_k}{2} \ln \frac{X_{kj}}{\tilde{X}_k}$$

GROSS VARIABLE FACTOR PRODUCTIVITY (VFP)

ASIAN AIRPORTS

(HKG=1.0), FY 2012



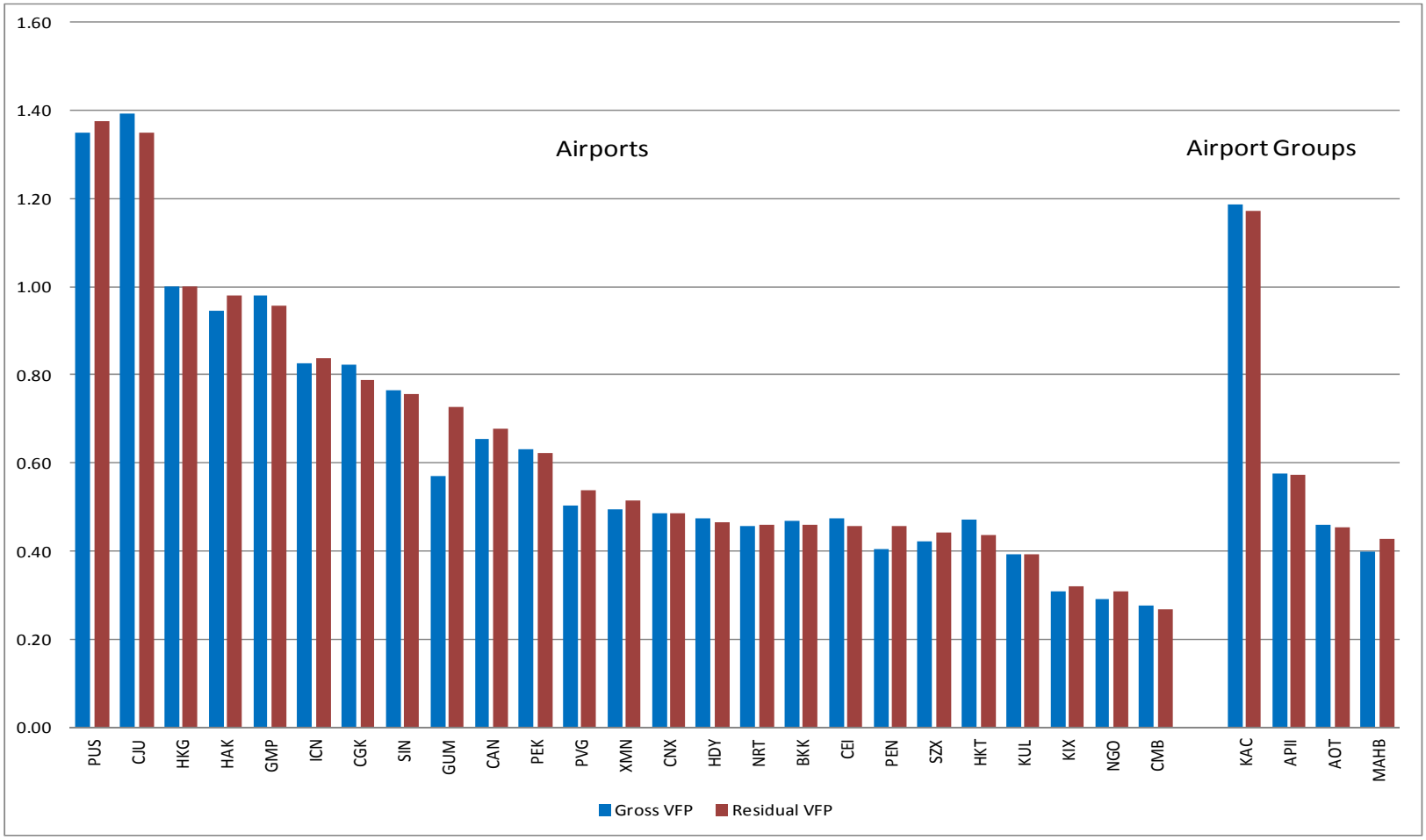
POTENTIAL REASONS FOR THE MEASURED PRODUCTIVITY (GROSS VFP) DIFFERENTIALS

Factors Beyond Managerial Control:

- **Airport size (Scale of aggregate output)**
- **Average aircraft size using the airport**
- **Share of international traffic**
- **Share of air cargo traffic**
- **Extent of capacity shortage - congestion delay**
- **Connecting/transfer ratio**

We compute residual (Net) Variable Factor Productivity (RVFP) after removing effects of these Factors

GROSS VARIABLE FACTOR PRODUCTIVITY VS RESIDUAL VFP: ASIA (HKG=1.0), FY 2012



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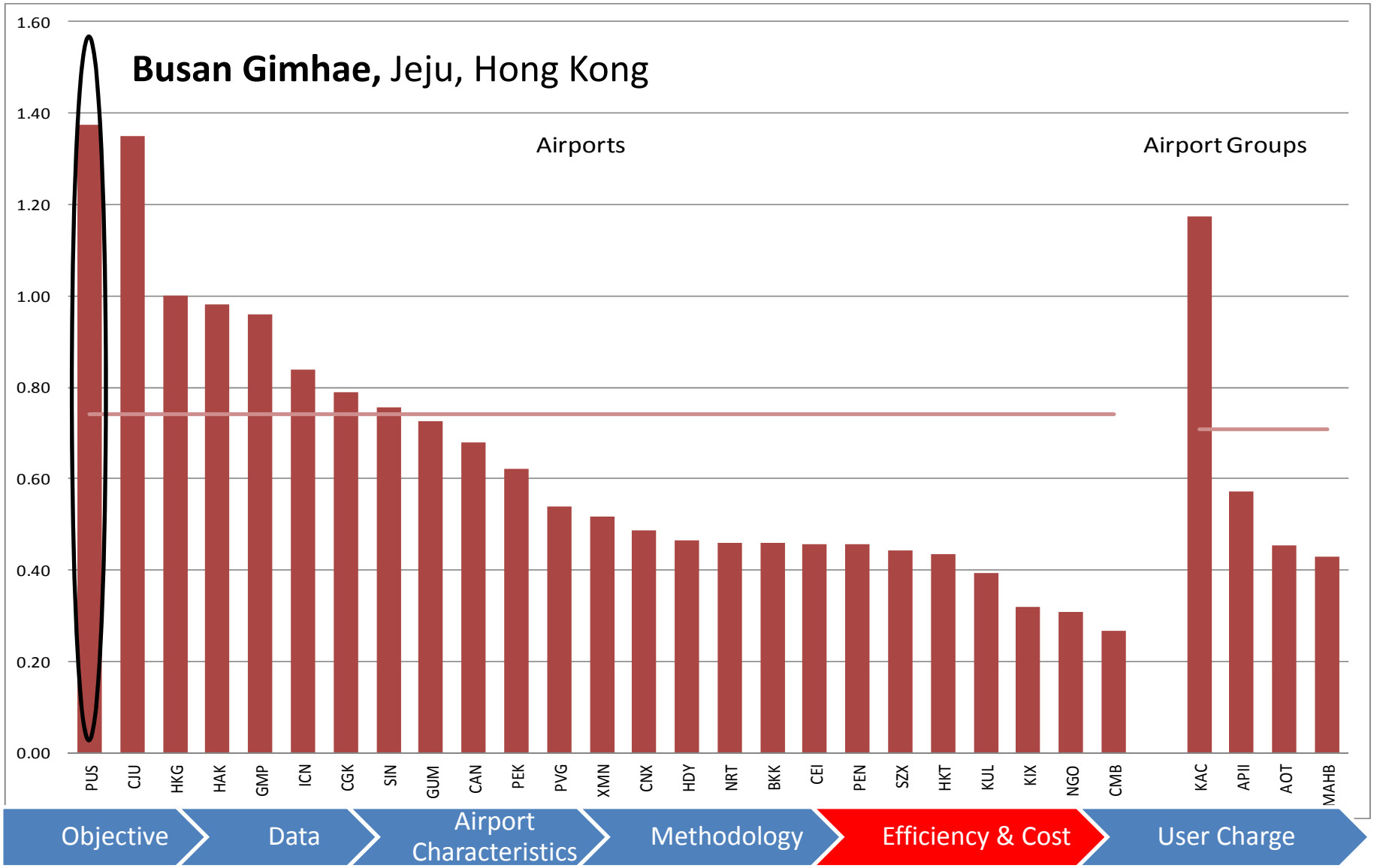
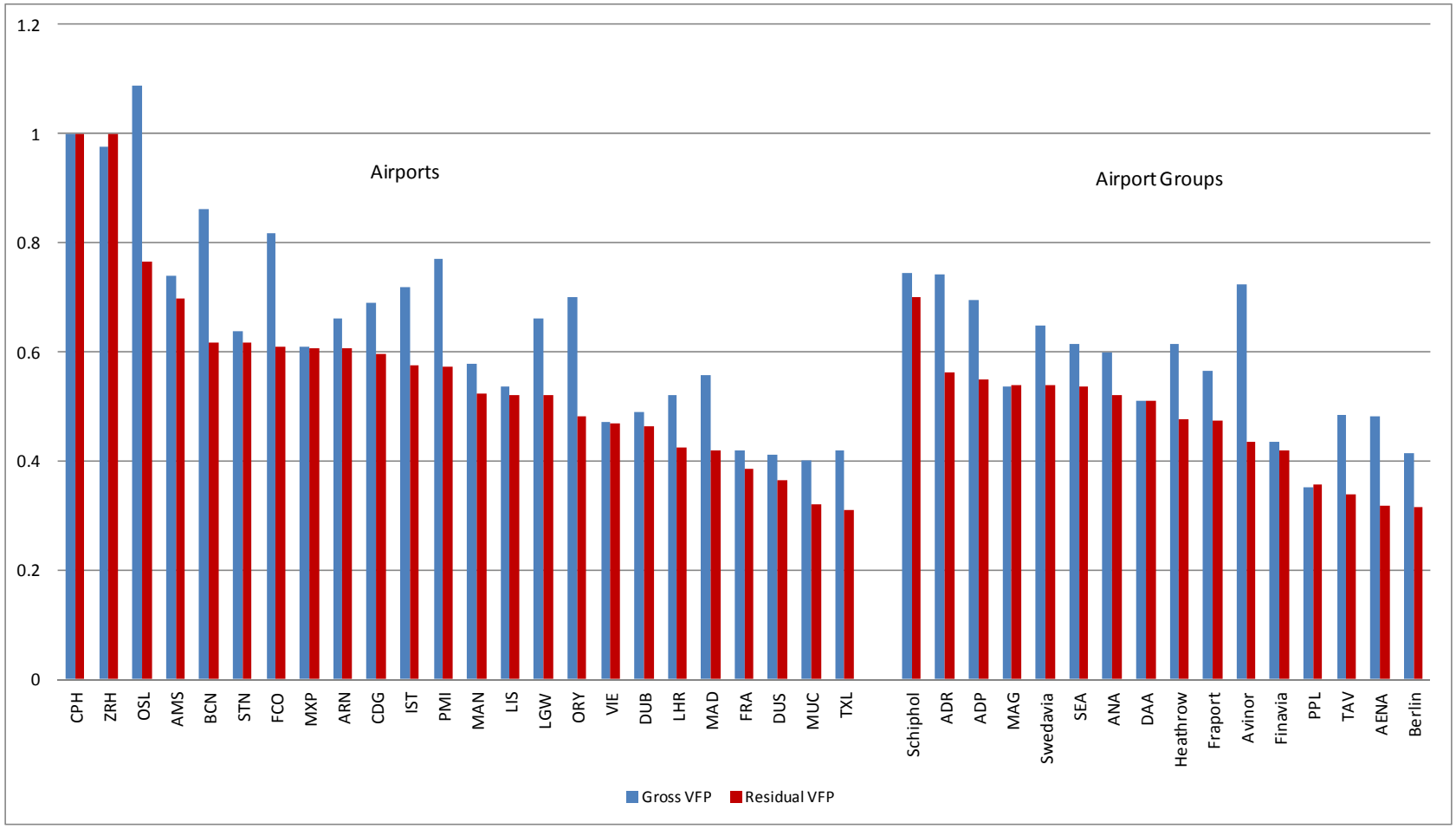
Key Results on Efficiency & Cost

RESIDUAL (NET) VARIABLE FACTOR PRODUCTIVITY (VFP): ASIA (HKG=1.0), FY 2012

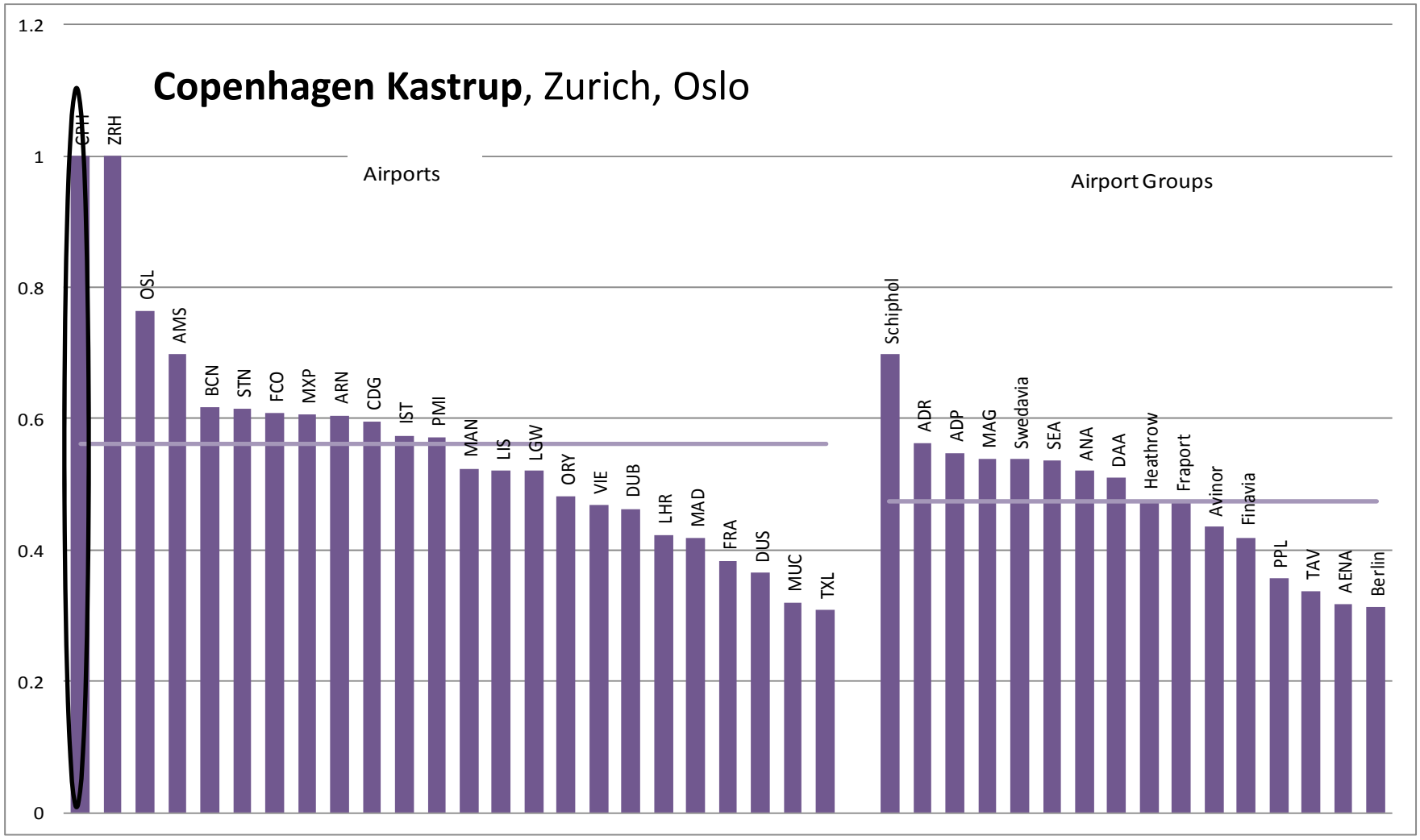


Objective | Data | Airport Characteristics | Methodology | Efficiency & Cost | User Charge

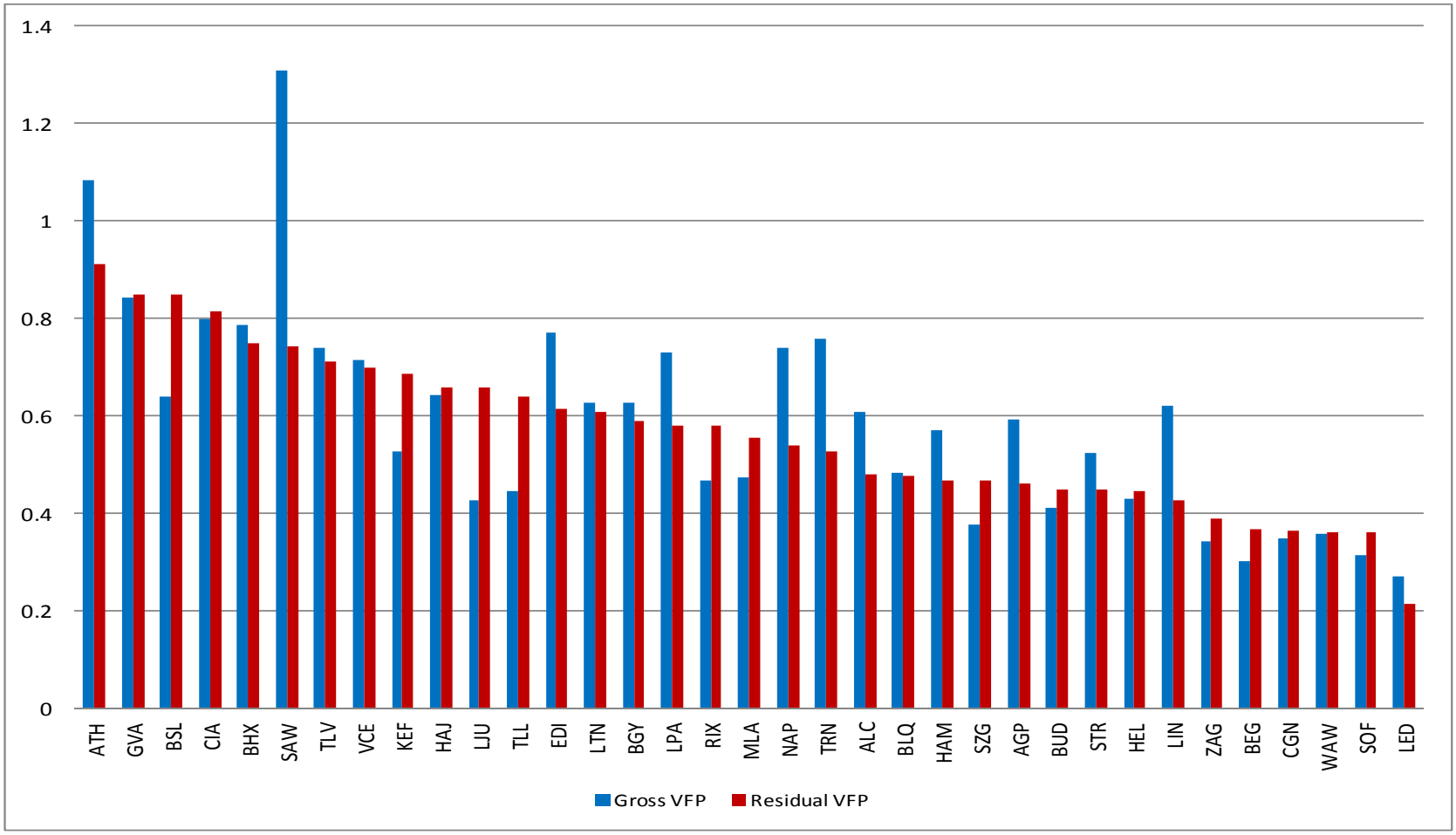
GROSS VARIABLE FACTOR PRODUCTIVITY VS RESIDUAL VFP: Europe Large Airports (CPH=1.0), FY 2012



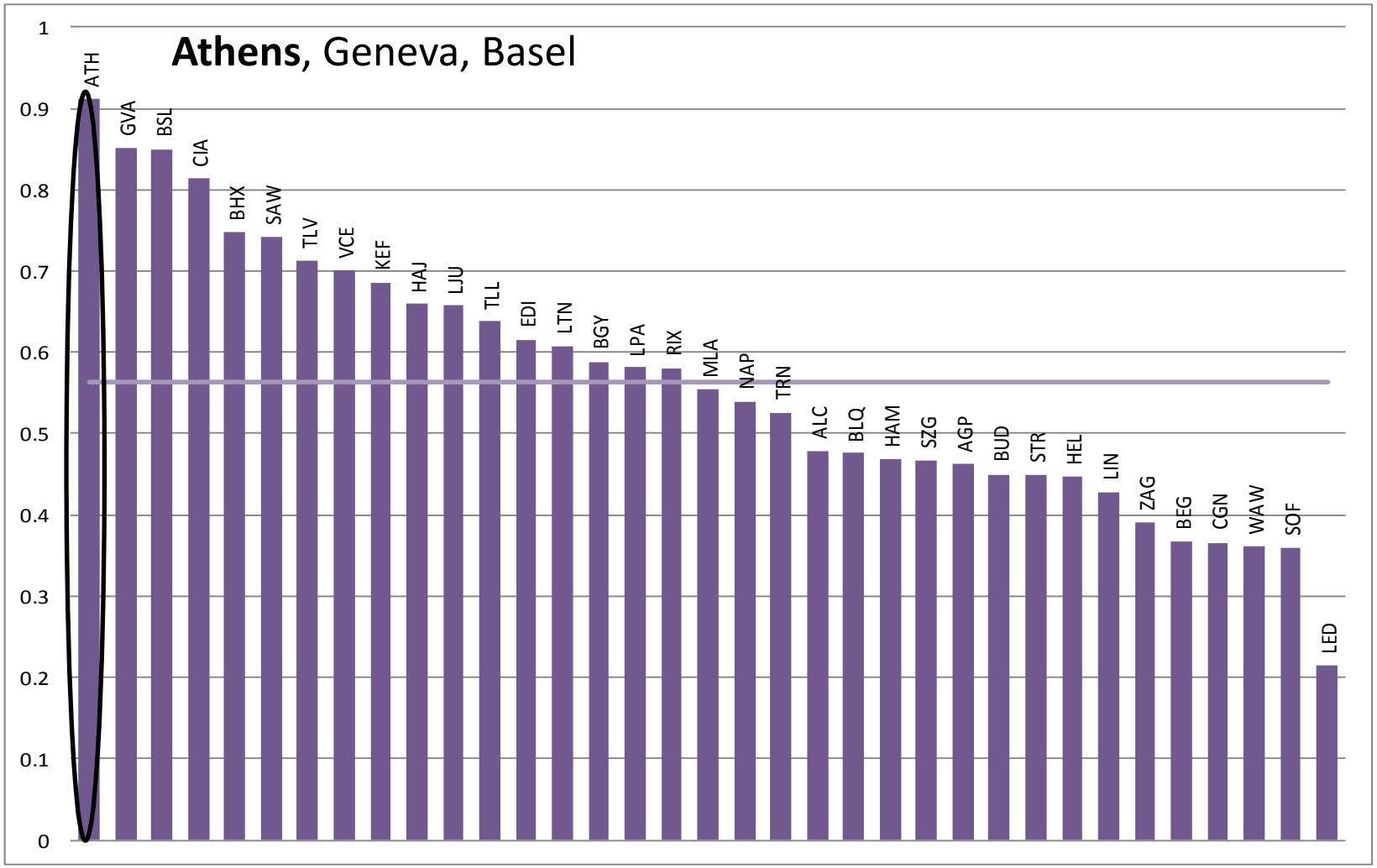
RESIDUAL (NET) VARIABLE FACTOR PRODUCTIVITY (VFP):
EUROPE LARGE AIRPORTS (CPH=1.0), FY 2012



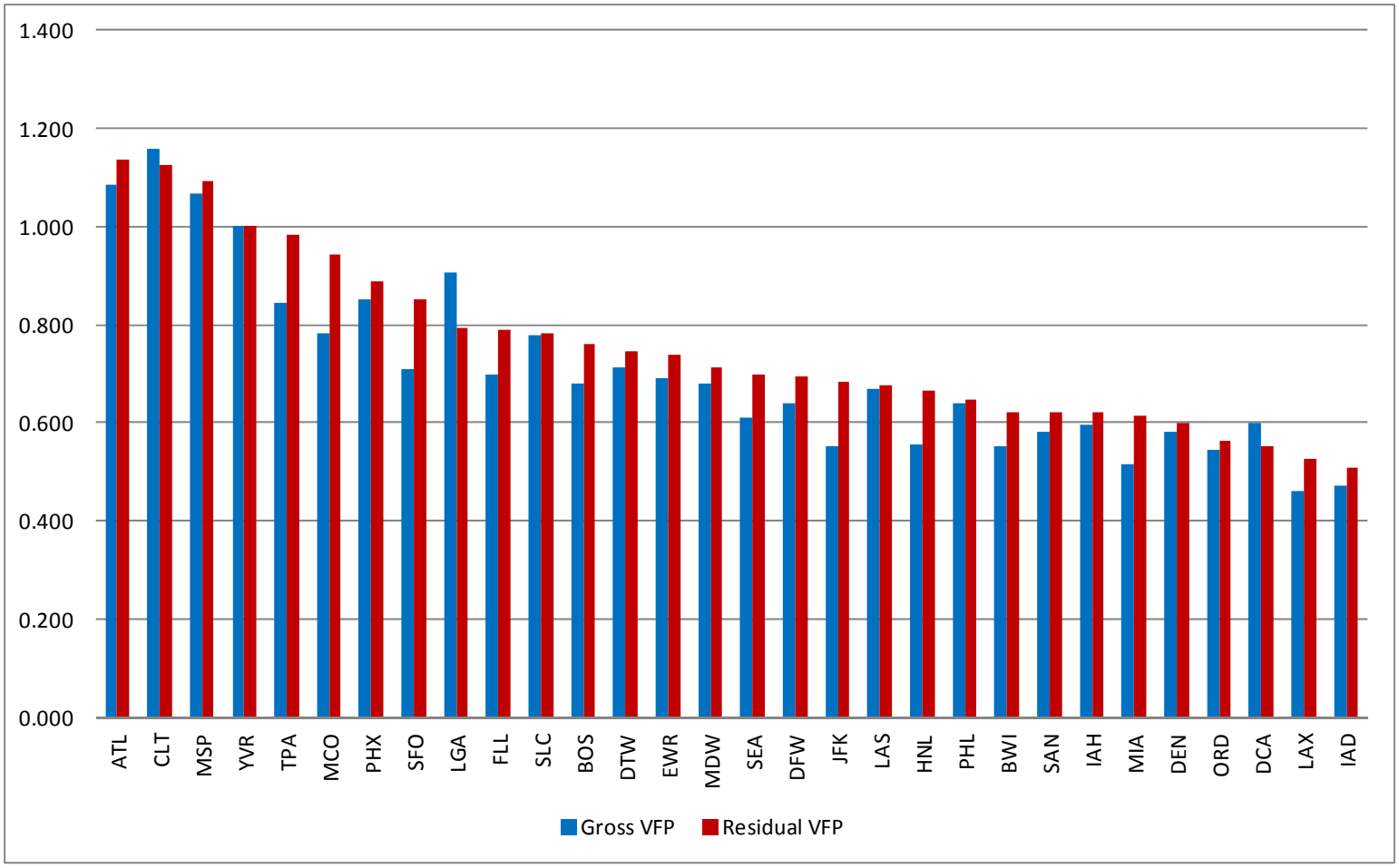
GROSS VARIABLE FACTOR PRODUCTIVITY VS RESIDUAL VFP: Europe Small & Medium Airport (CPH=1.0), FY 2012



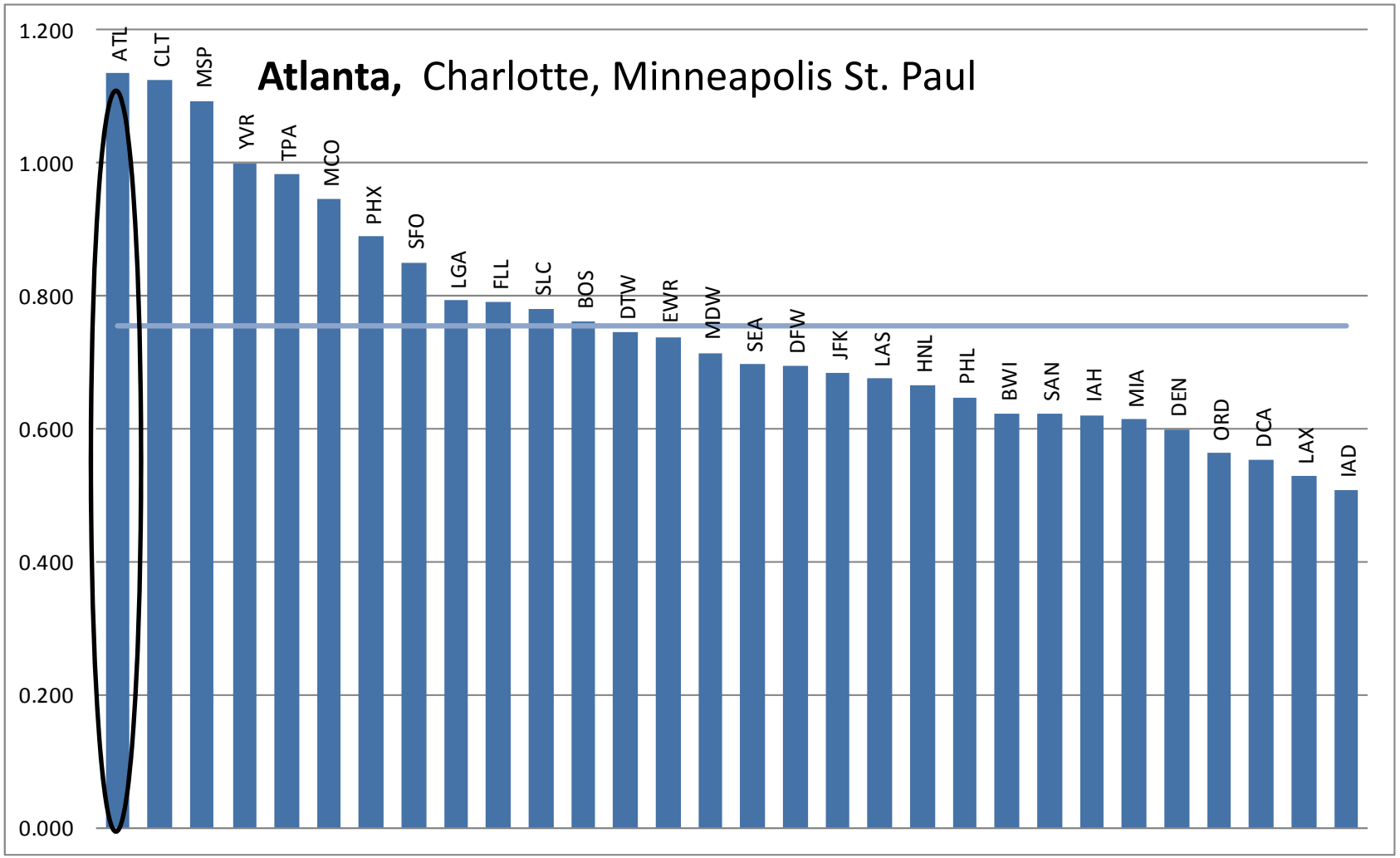
RESIDUAL (NET) VARIABLE FACTOR PRODUCTIVITY (VFP):
EUROPE SMALL & MEDIUM AIRPORTS (CPH=1.0), FY 2012



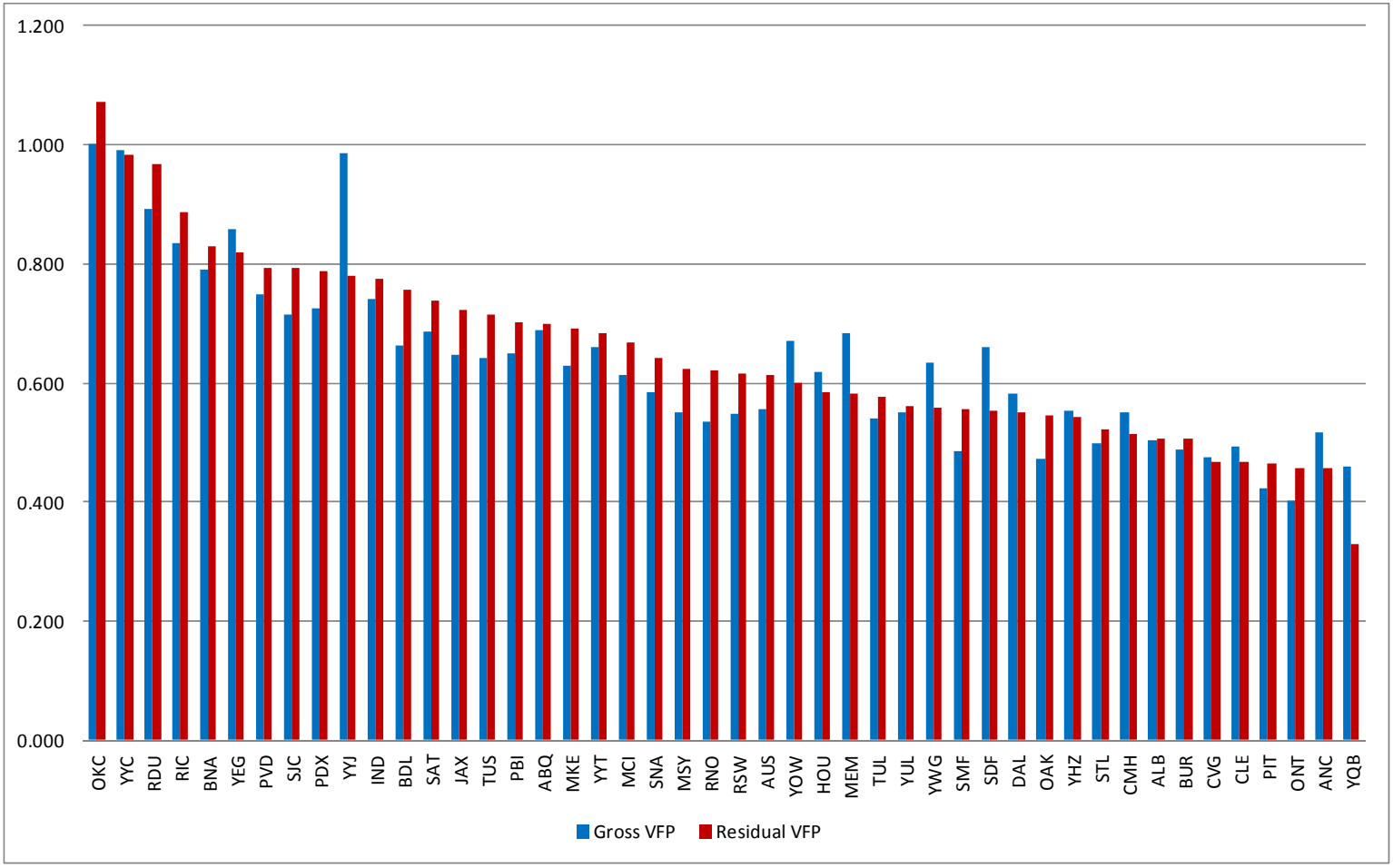
GROSS VARIABLE FACTOR PRODUCTIVITY VS RESIDUAL VFP: N. American Large Airports (YVR=1.0), FY 2012



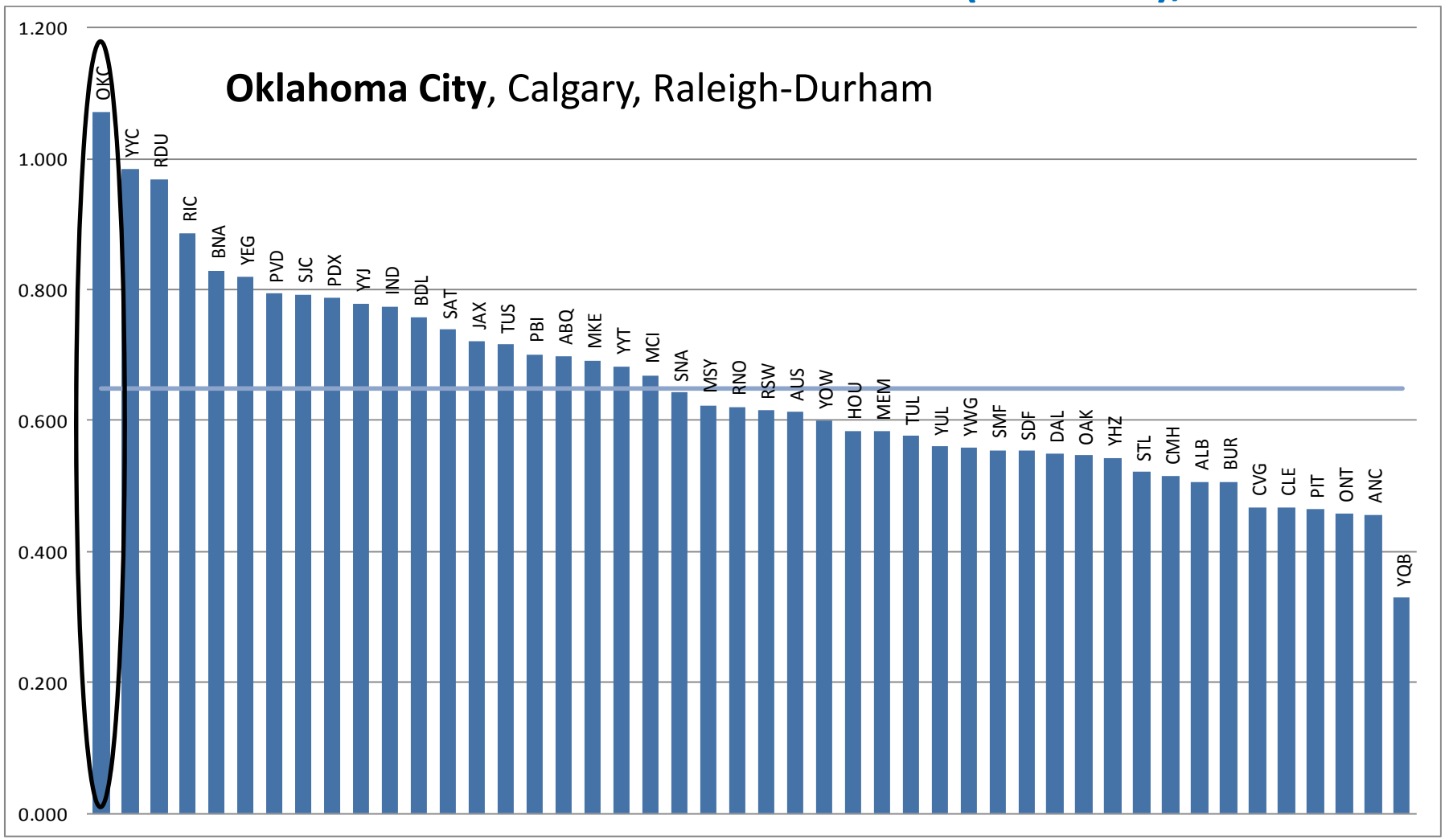
RESIDUAL (NET) VARIABLE FACTOR PRODUCTIVITY (VFP):
NORTH AMERICA LARGE AIRPORTS (YVR=1.0), FY 2012



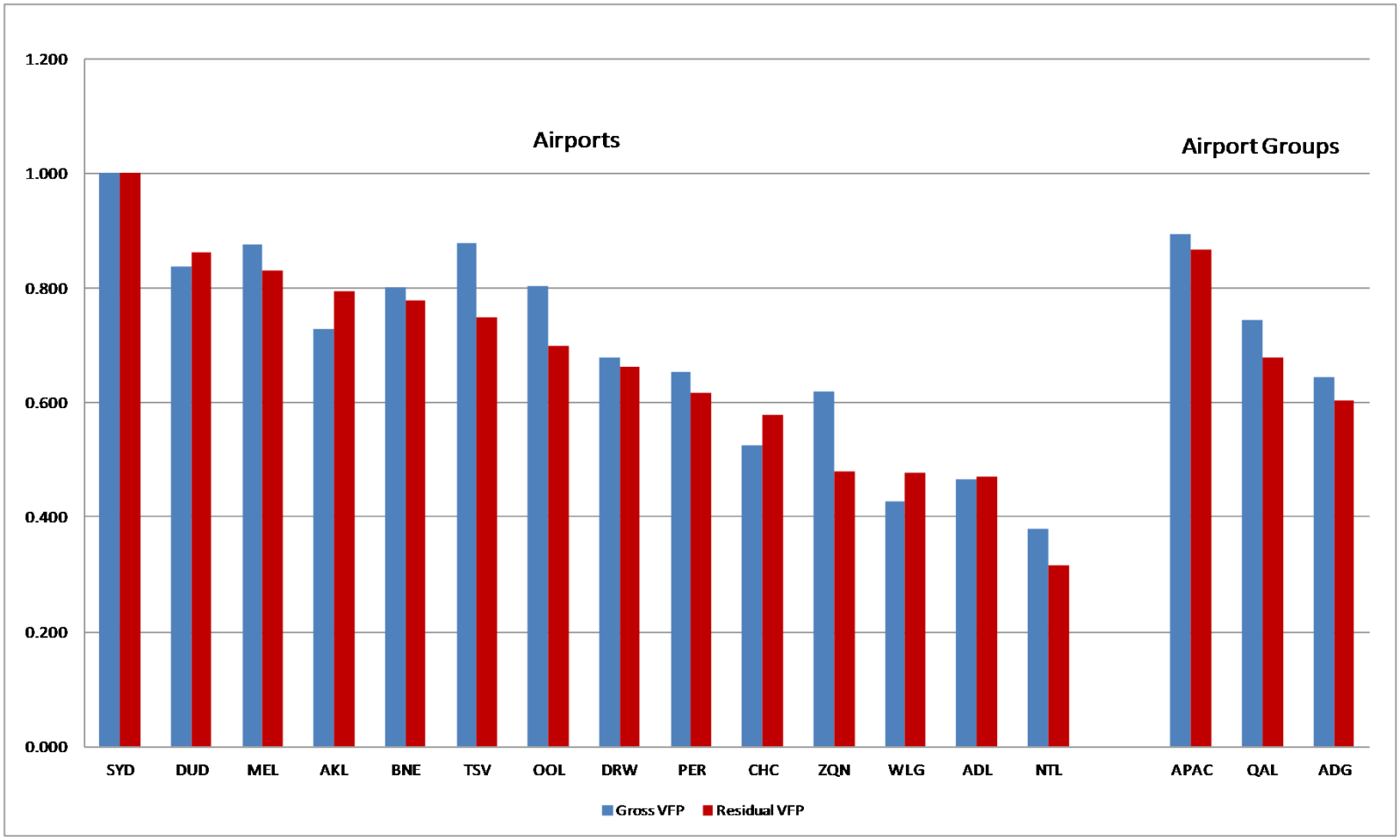
GROSS VARIABLE FACTOR PRODUCTIVITY VS RESIDUAL VFP: N. AmericanSmall & Medium Airport (YVR=1.0), FY 2012



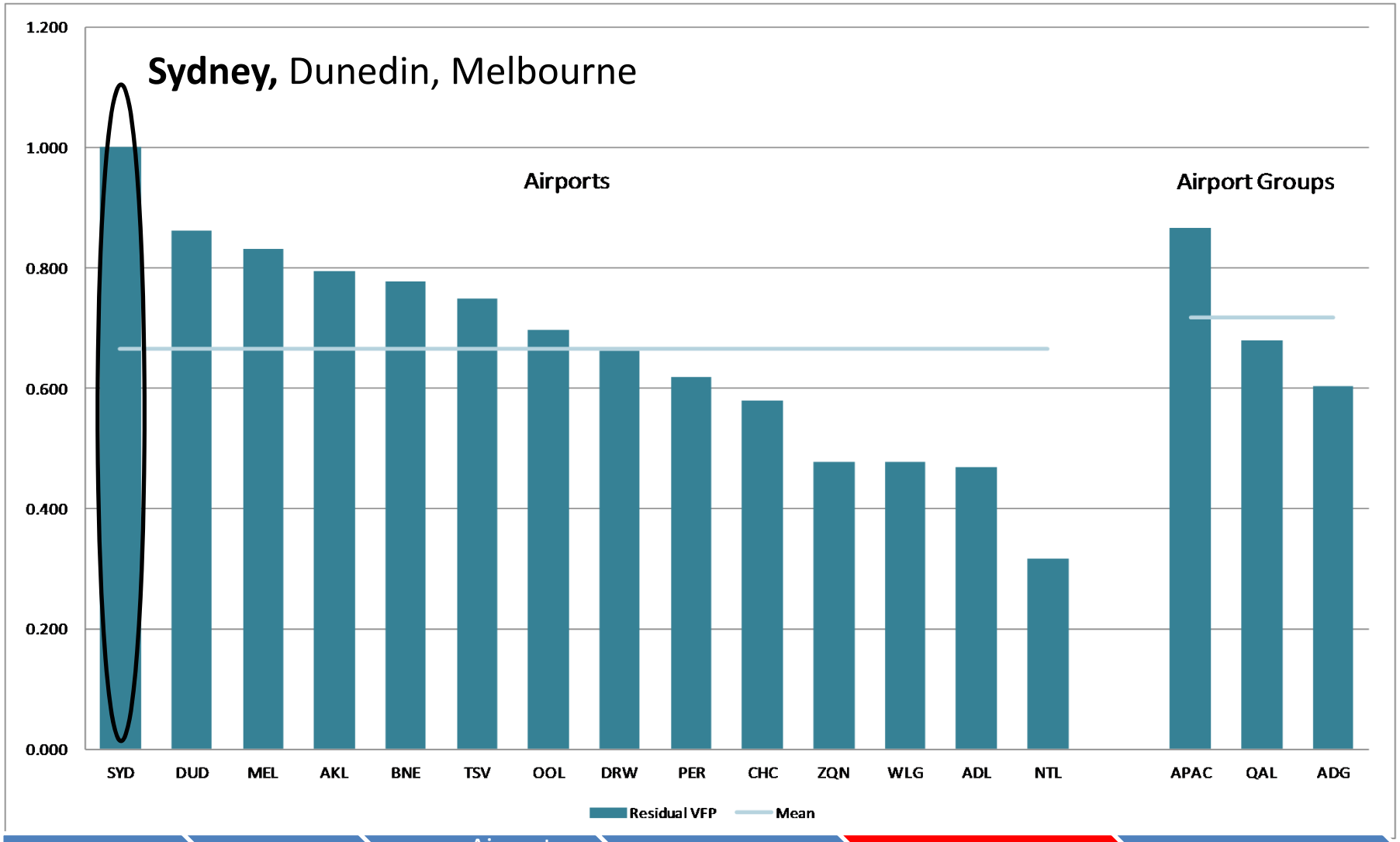
RESIDUAL (NET) VARIABLE FACTOR PRODUCTIVITY (VFP):
N. AMERICA SMALL & MEDIUM AIRPORTS (YVR=1.0), FY 2012



GROSS VARIABLE FACTOR PRODUCTIVITY VS RESIDUAL VFP: Oceanian Airports (SYD=1.0), FY 2012



RESIDUAL (NET) VARIABLE FACTOR PRODUCTIVITY (VFP): OCEANIA (SYD=1.0), FY 2012



TOP EFFICIENCY PERFORMERS (2014)

(based on Net VFP index=operating/management efficiency)

Asia Pacific:

- *Asian Airports*:
  - **Busan Gimhae**, Jeju, Hong Kong
- *Oceania Airports:*
  - **Sydney**, Dunedin, Melbourne

Europe:

- *Large Airports (> 15 million pax):*
  - **Copenhagen Kastrup**, Zurich, Oslo
- *Small/Medium Airports (< 15 millions Pax):*
  - **Athens,** Geneva**,** Basel

TOP EFFICIENCY PERFORMERS (2014)

(based on Net VFP index=operating/management efficiency)

North America:

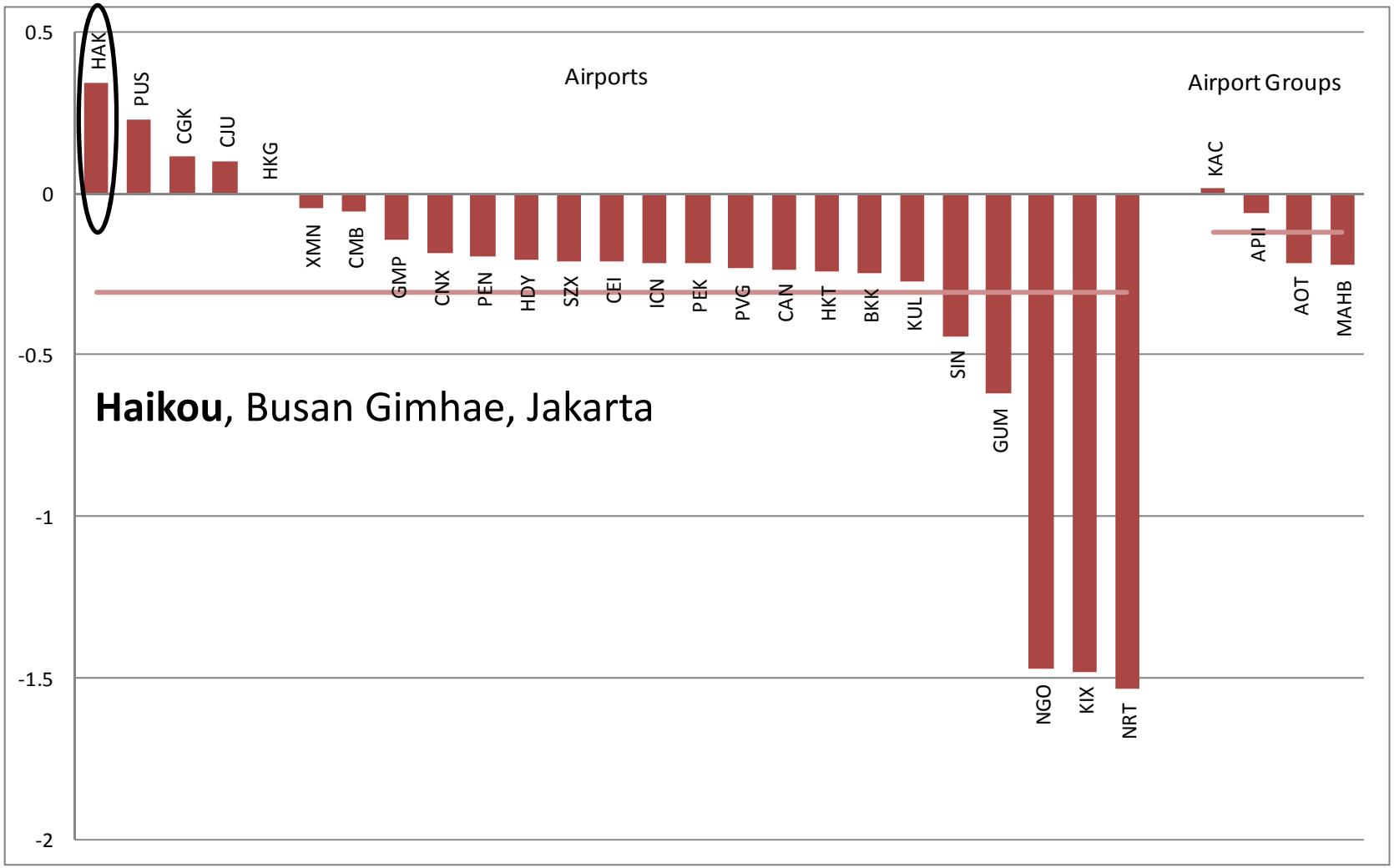
- *Large Airports (> 15 million pax):*
  - **Atlanta,** Charlotte, Minneapolis St Paul
- *Small/Medium Airports (< 15 millions Pax):*
  - **Oklahoma City,** Calgary, Raleigh-Durham

PAST AIRPORT EFFICIENCY EXCELLENCE TOP PERFORMERS, 2009 - 2013

	2009	2010	2011	2012	2013
North America	**Hartsfield-Jackson Atlanta International Airport**	**Hartsfield-Jackson Atlanta International Airport**	**Hartsfield-Jackson Atlanta International Airport**	**Hartsfield-Jackson Atlanta International Airport**	**Hartsfield-Jackson Atlanta International Airport** **Minneapolis St. Paul International Airport** **Oklahoma City Will Rogers World Airport**
Europe	**Copenhagen Kastrup International Airport**	Large Airport Category: **Oslo International Airport** Small/Medium Airport Category: **Geneva Cointrin International Airport**	Large Airport Category: **Oslo International Airport** **Copenhagen Kastrup International Airport** Small/Medium Airport Category: **Genève Aéroport**	Large Airport Category: **Copenhagen Kastrup International Airport** Small/Medium Airport Category: **Genève Aéroport**	Large Airport Category: **Copenhagen Kastrup International Airport** Small/Medium Airport Category: **Genève Aéroport**
Asia-Pacific	**Hong Kong International Airport**	Large Airport Category: **Hong Kong International Airport** Small/Medium Airport Category: **Seoul Gimpo International Airport**	Asian Airport Excellence Award: **Hong Kong International Airport** Oceania Excellence Award: **Sydney Airport**	Asian Airport Excellence Award: **Seoul Gimpo International Airport** Oceania Excellence Award: **Sydney Airport**	Asian Airport Excellence Award: **Seoul Gimpo International Airport** Oceania Excellence Award: **Sydney Airport**

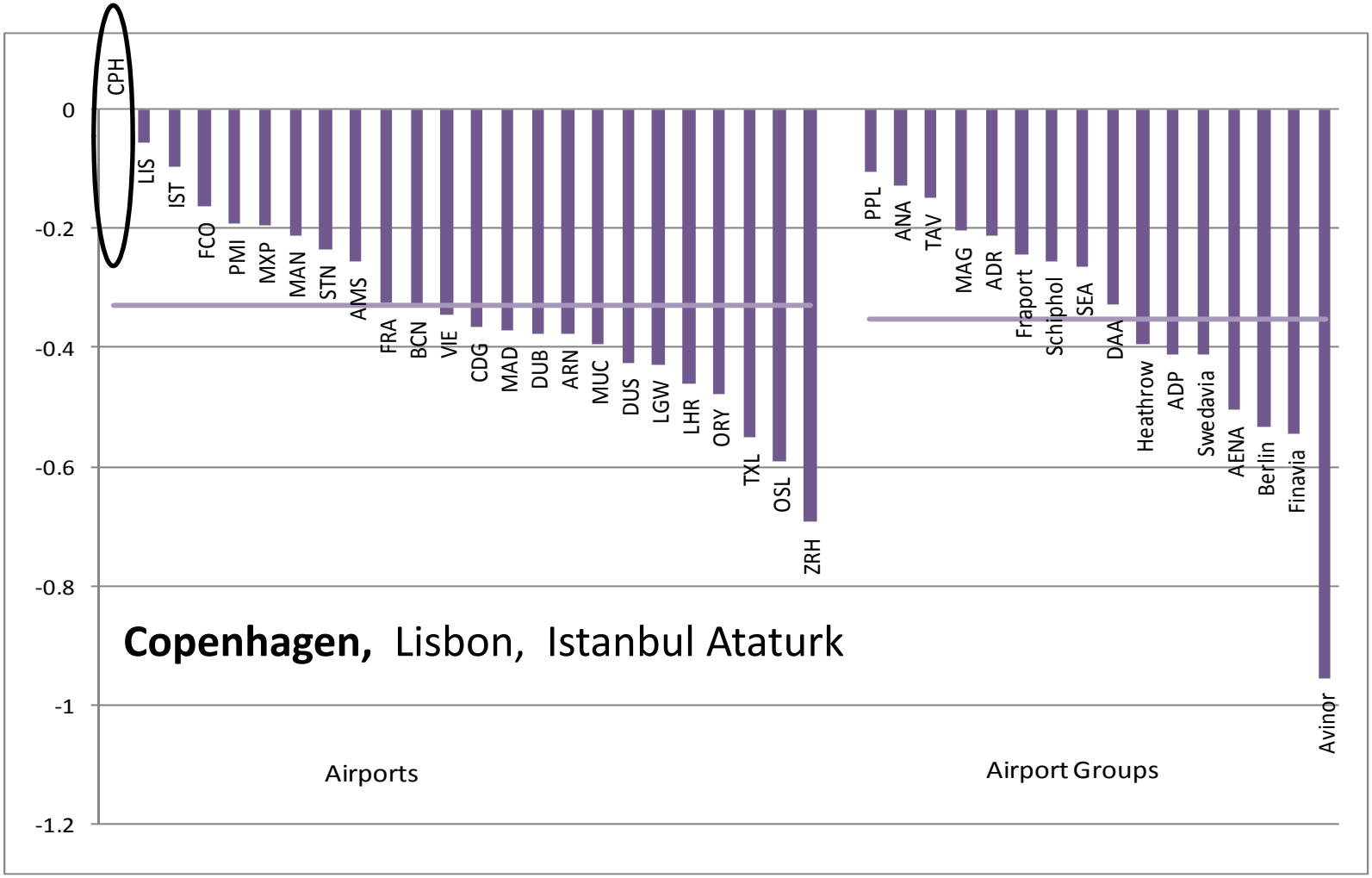
COST COMPETITIVENESS = NET VFP AND INPUT PRICE EFFECT

ASIA (HKG=0.0) – *THE HIGHER THE BETTER*



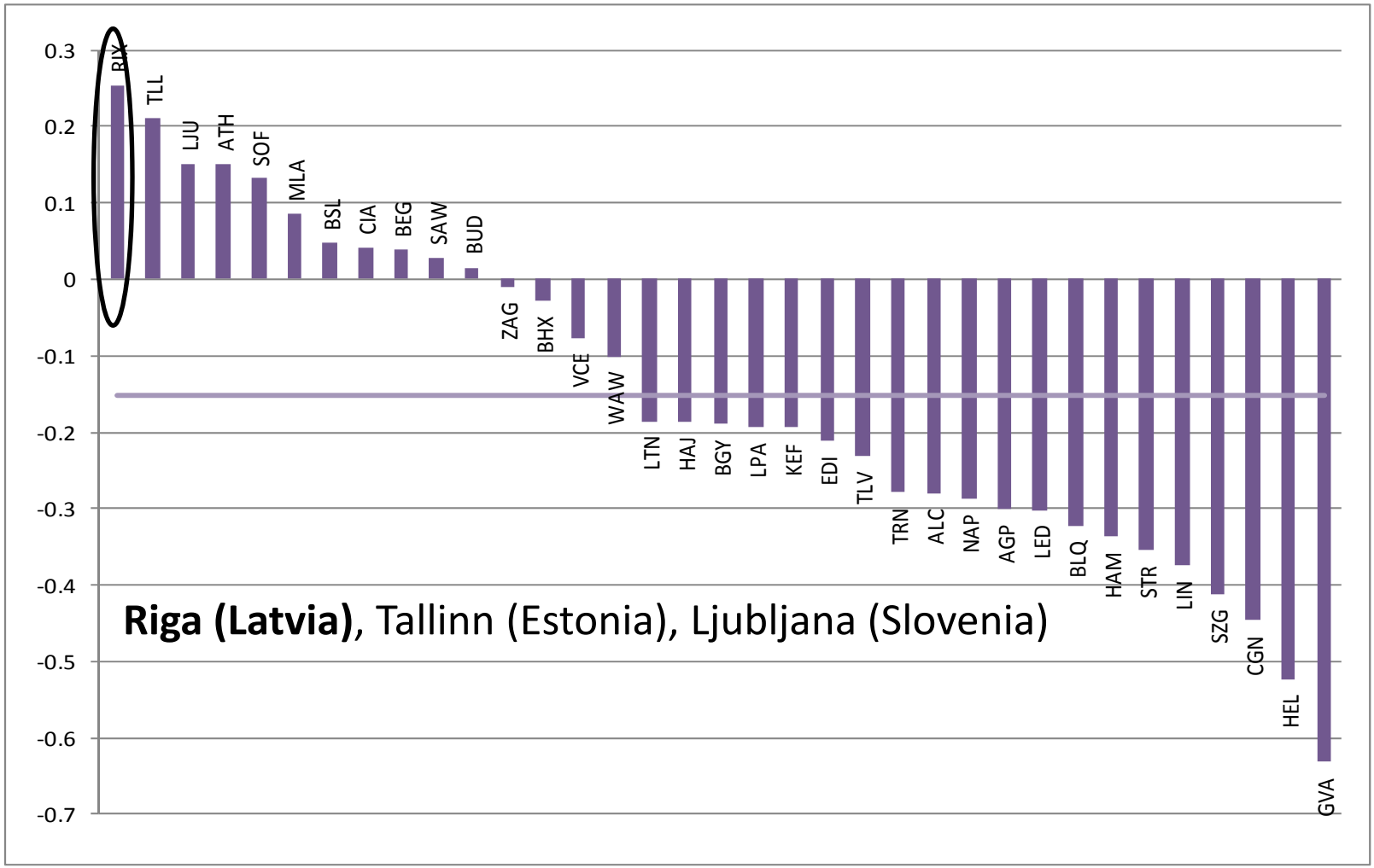
COST COMPETITIVENESS = NET VFP AND INPUT PRICE EFFECT

EUROPE - LARGE AIRPORTS (CPH=0.0)



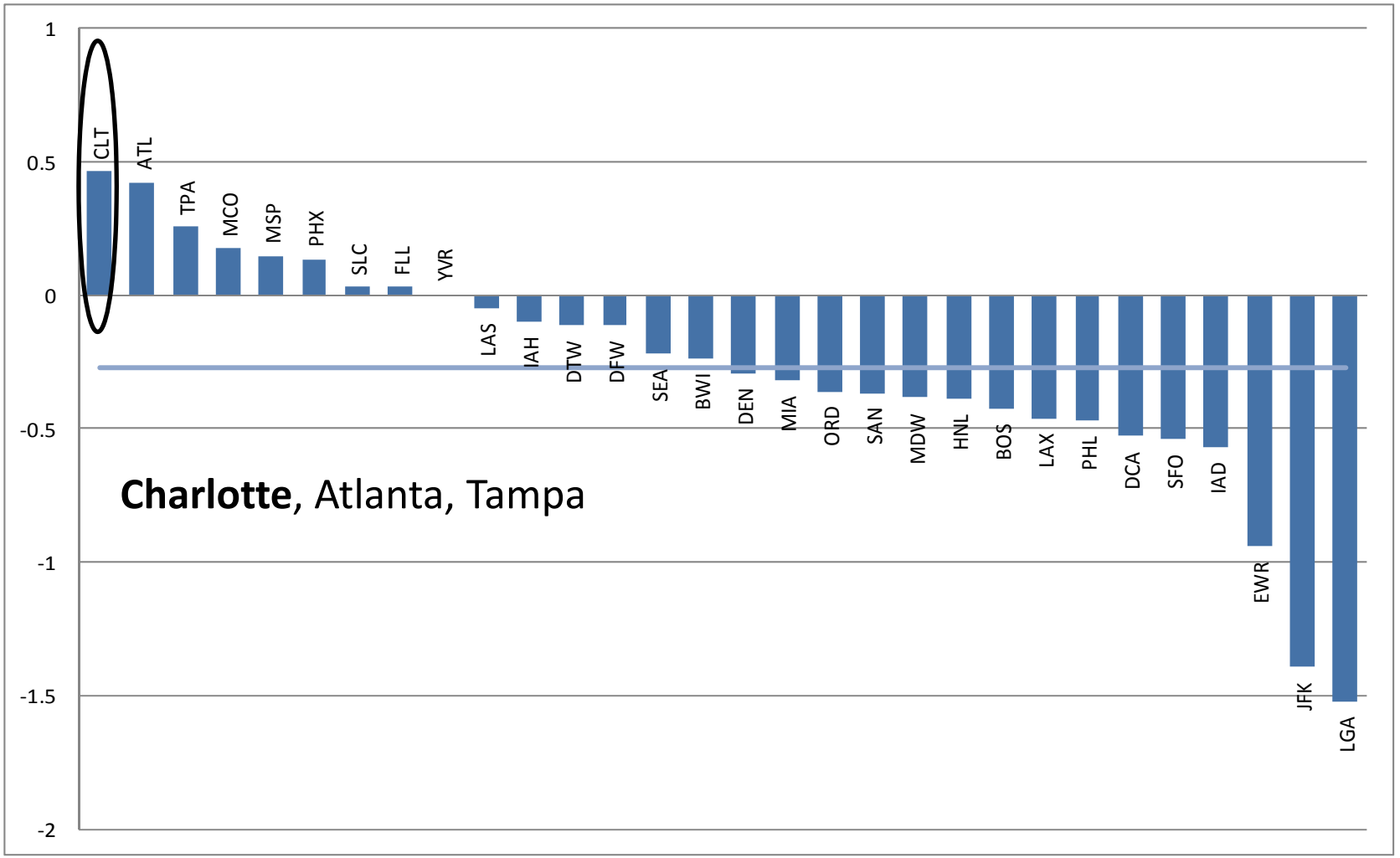
COST COMPETITIVENESS = NET VFP AND INPUT PRICE EFFECT

EUROPE - SMALL & MEDIUM AIRPORTS (CPH=0.0)



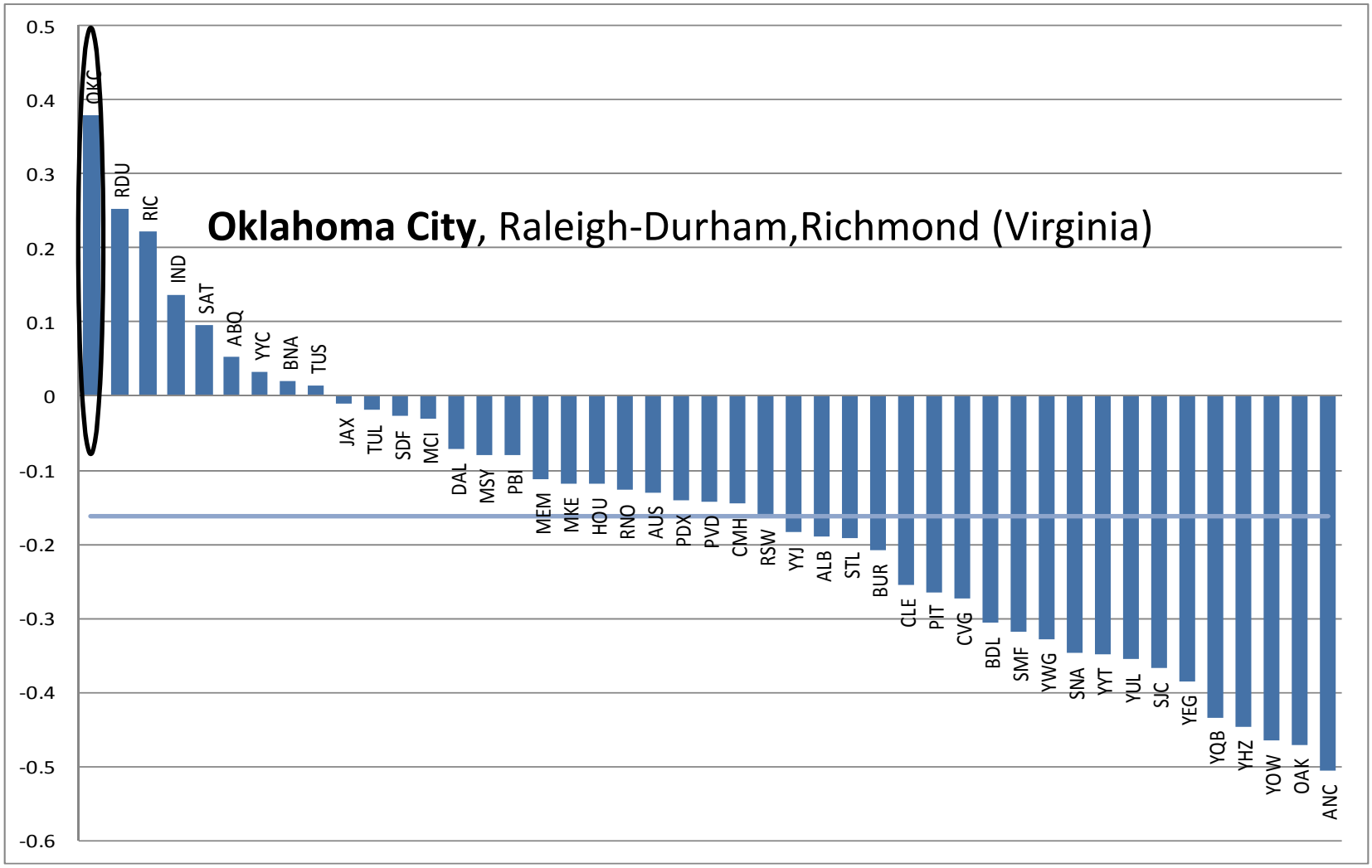
COST COMPETITIVENESS = NET VFP AND INPUT PRICE EFFECT

N. AMERICA - LARGE AIRPORTS (YVR=0.0)



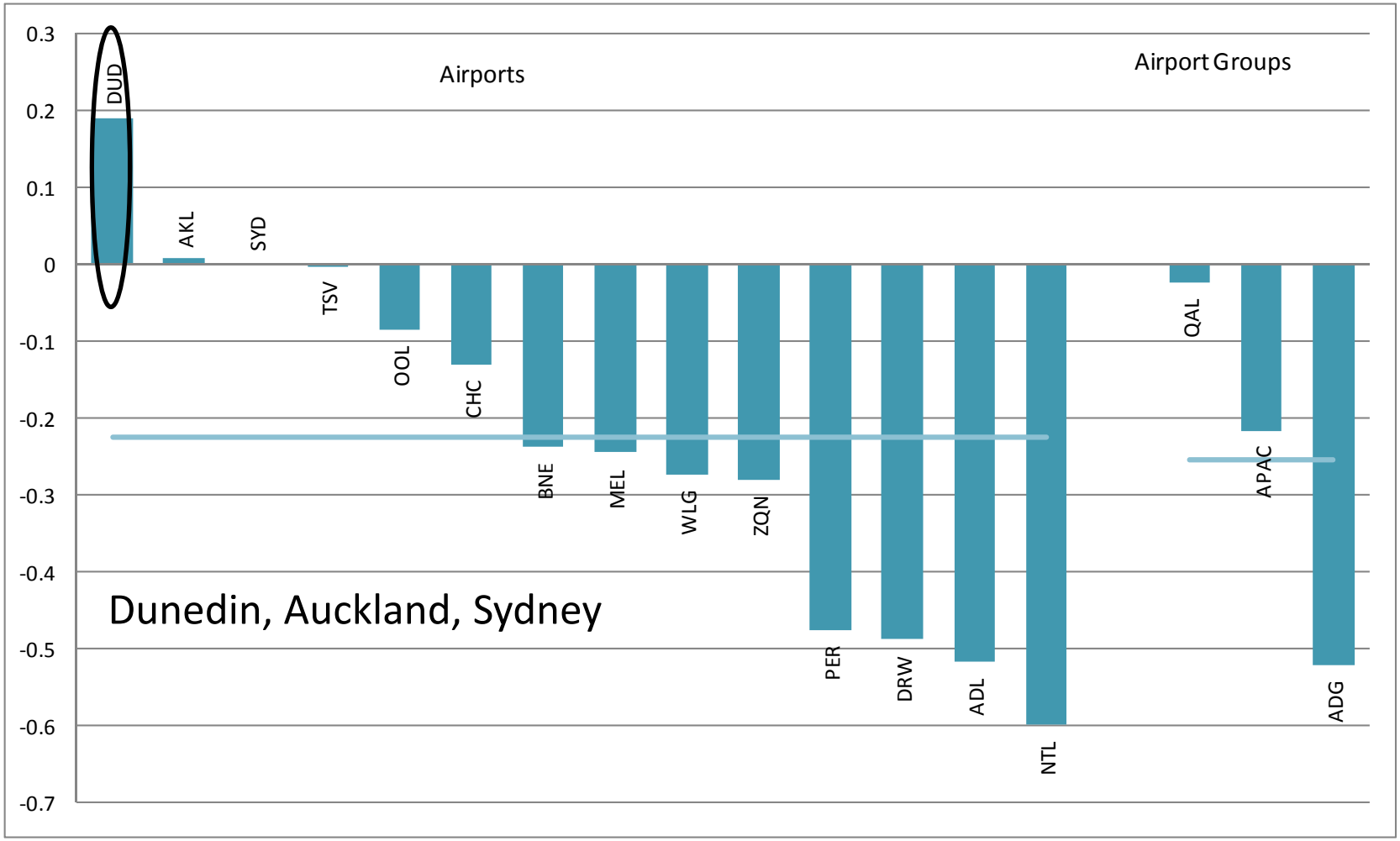
COST COMPETITIVENESS: = NET VFP AND INPUT PRICE EFFECT

N. AMERICA - SMALL & MEDIUM AIRPORTS (YVR=0.0)



COST COMPETITIVENESS = NET VFP AND INPUT PRICE EFFECT

OCEANIA (SYD=0.0)



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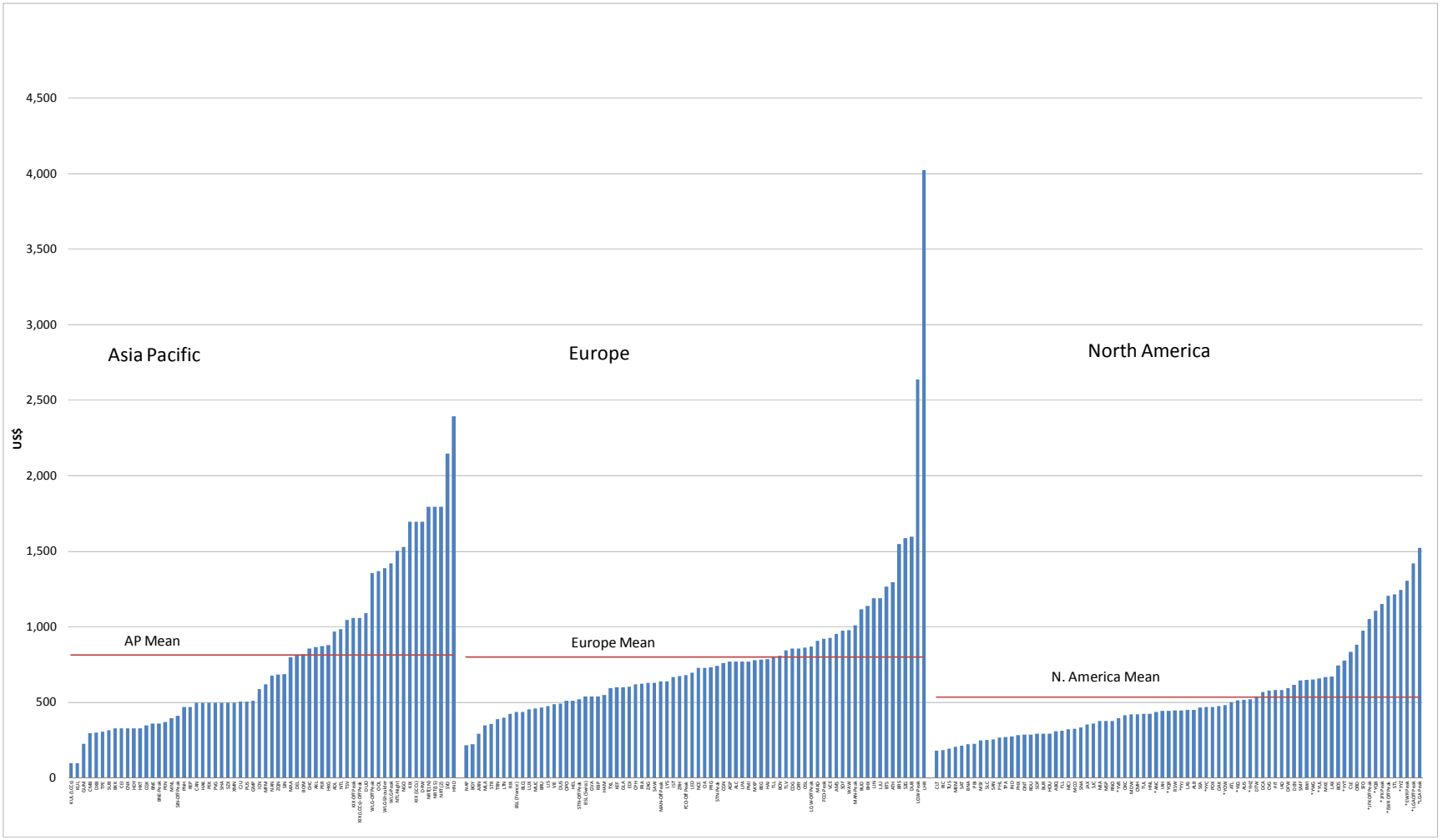
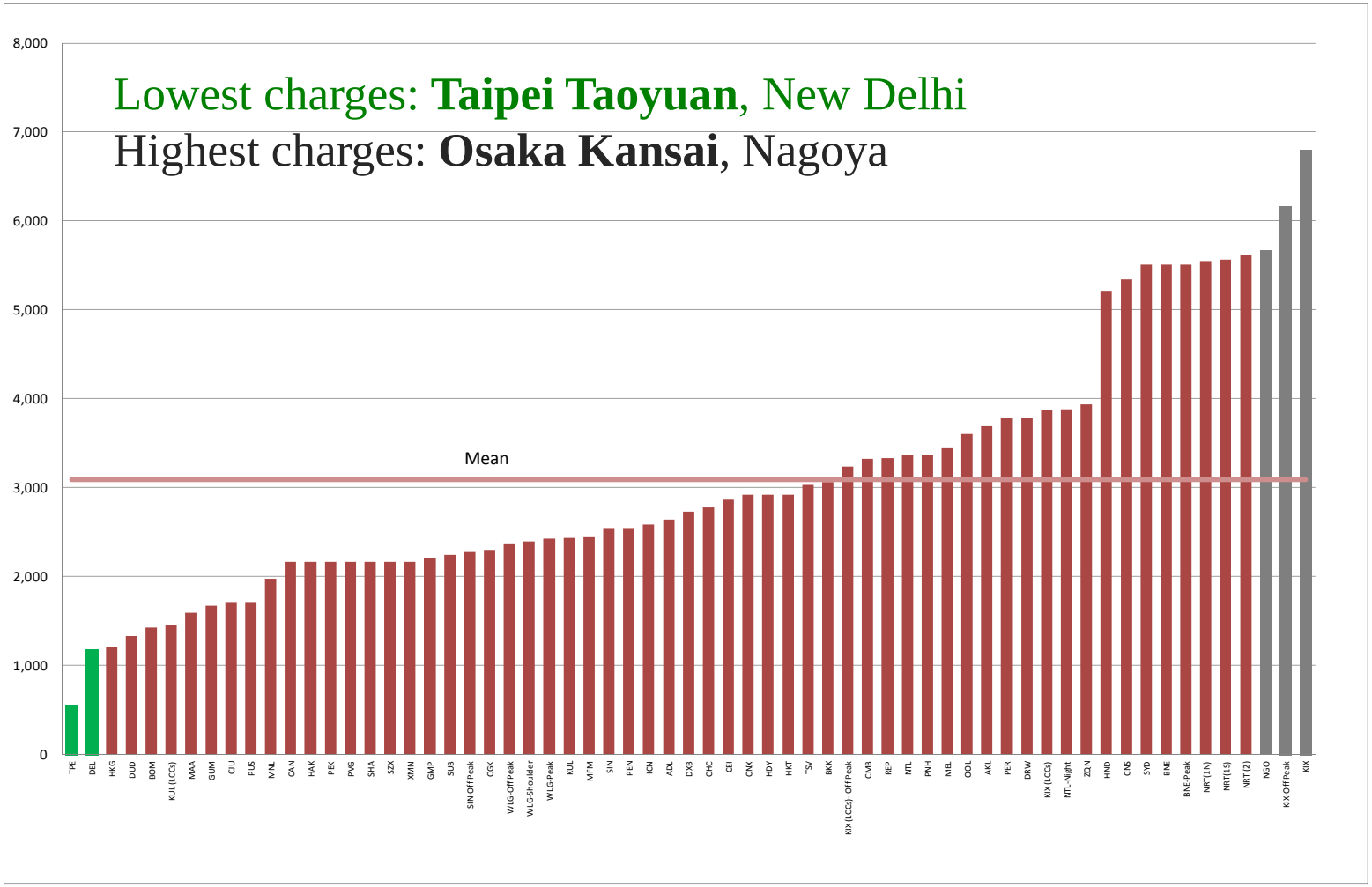
User Charge Comparison

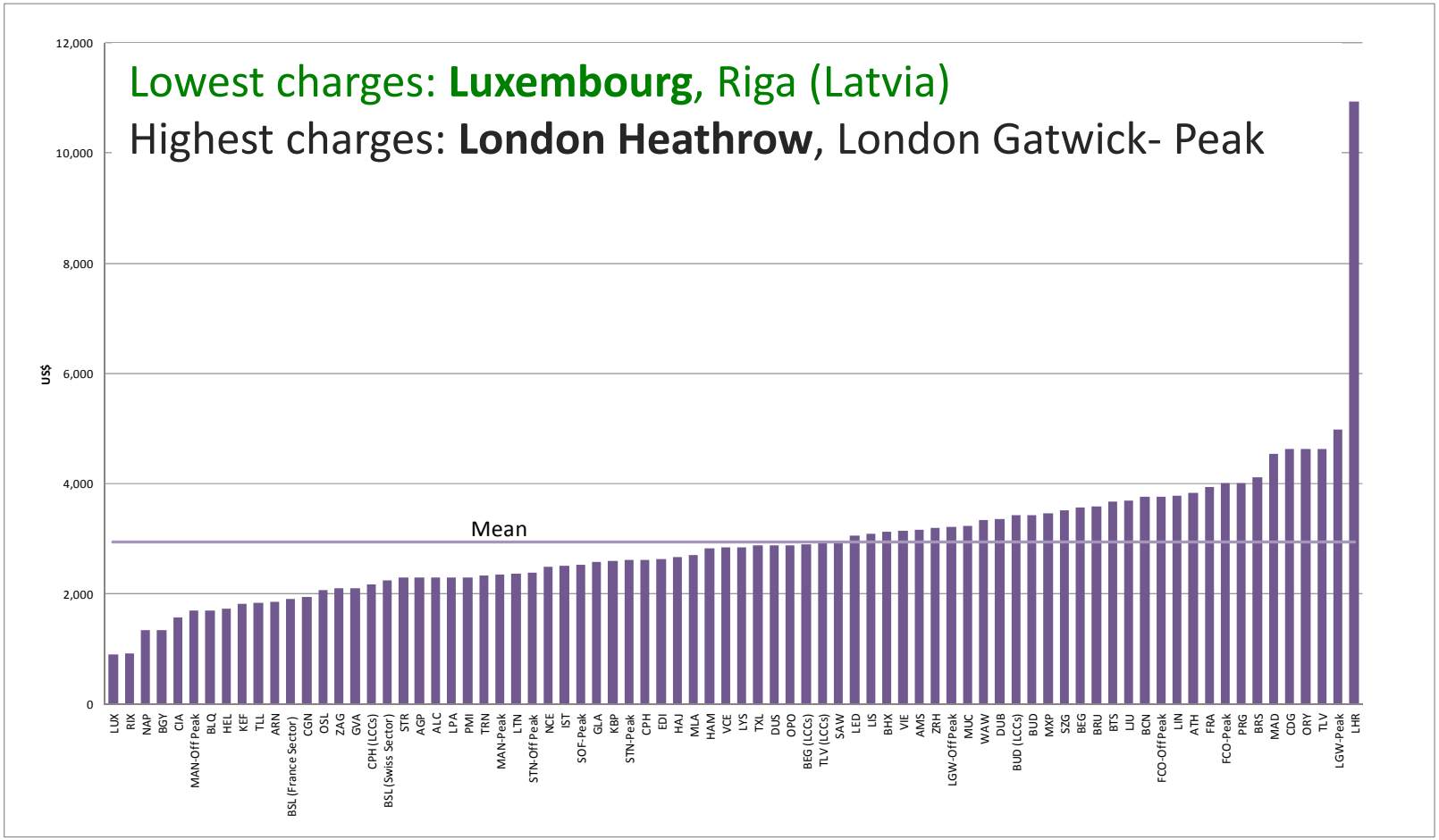
LANDING CHARGES
FOR AIRBUS 320, 2013 (IN US$)



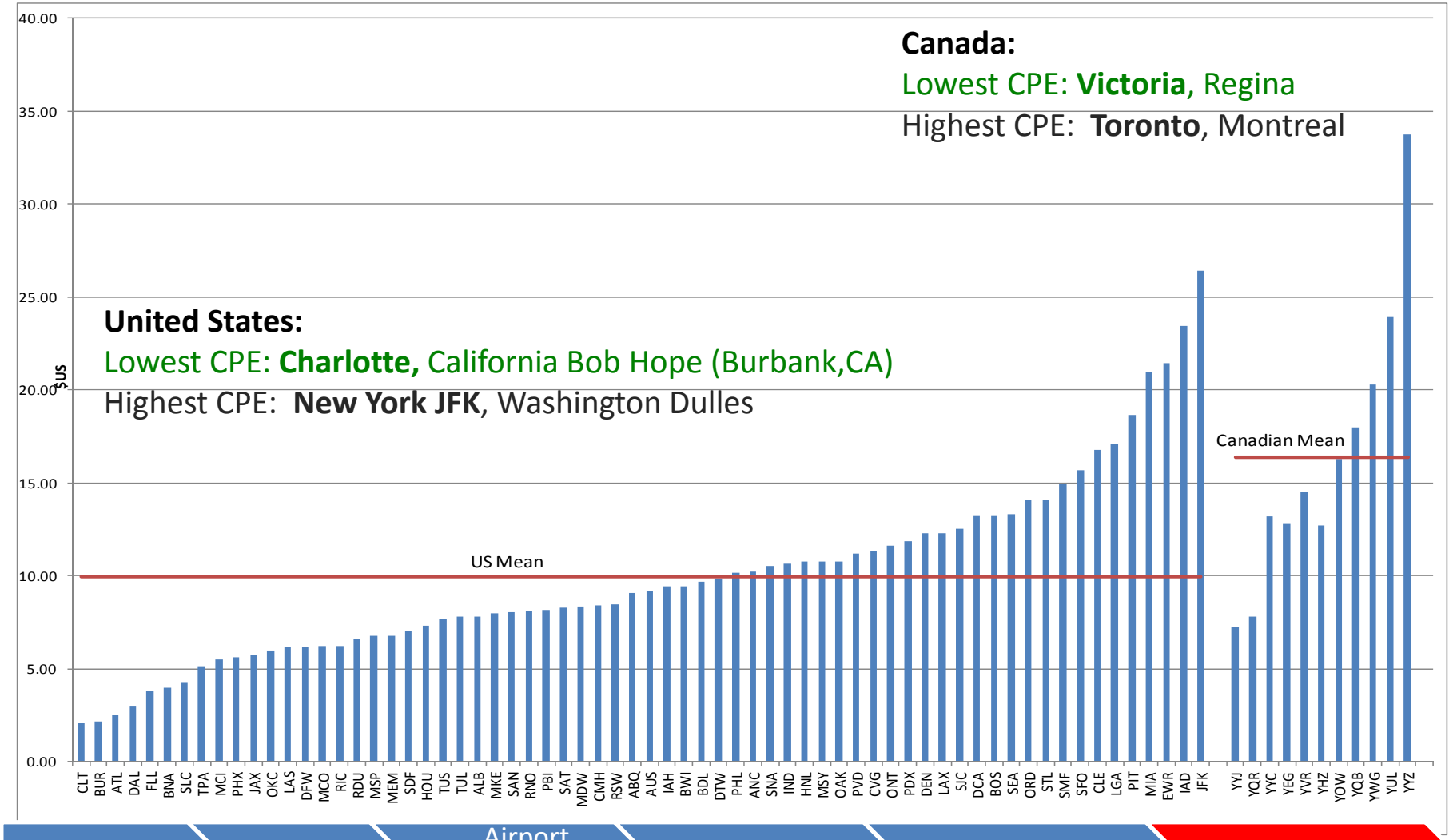
ASIA PACIFIC: COMBINED LANDING AND PASSENGER CHARGES FOR AIRBUS 320, 2013 (IN US$)



EUROPE: COMBINED LANDING AND PASSENGER CHARGES FOR AIRBUS 320, 2013 (IN US$)

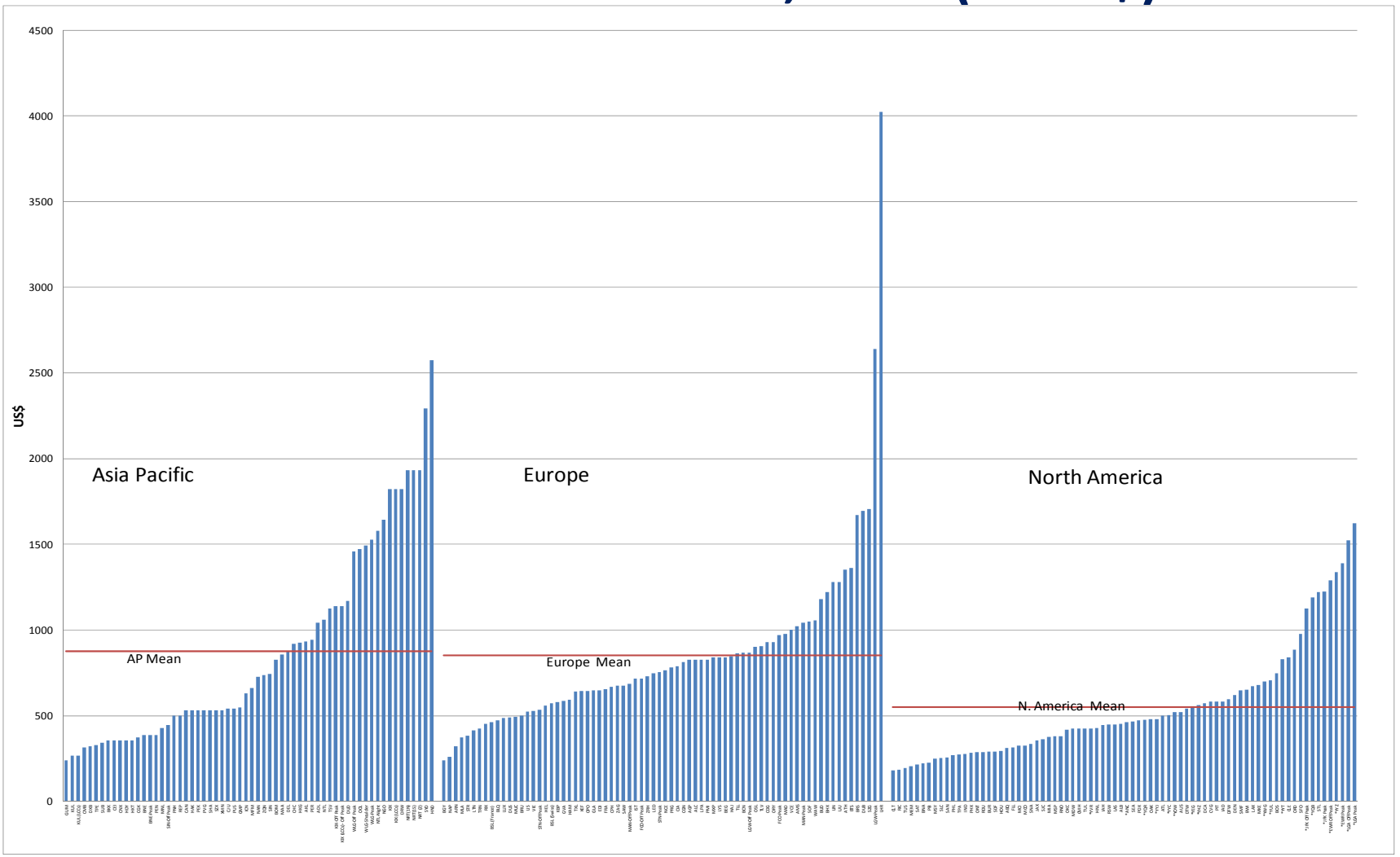


NORTH AMERICA: COST PER ENPLANED PASSENGER, 2012 (IN US$)



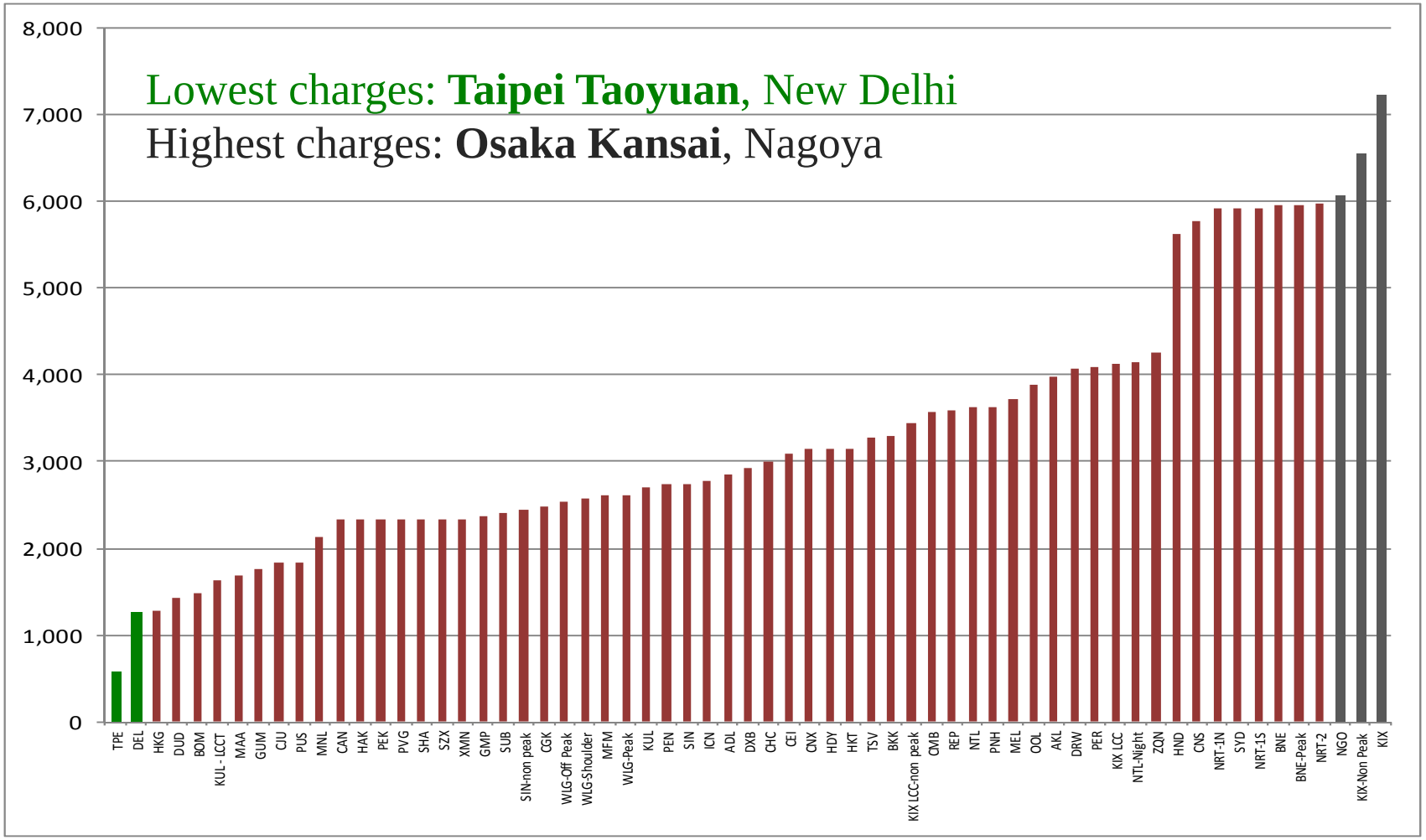
Objective | Data | Airport Characteristics | Methodology | Efficiency & Cost | User Charge

LANDING CHARGES
FOR BOEING 737-800, 2013 (IN US$)

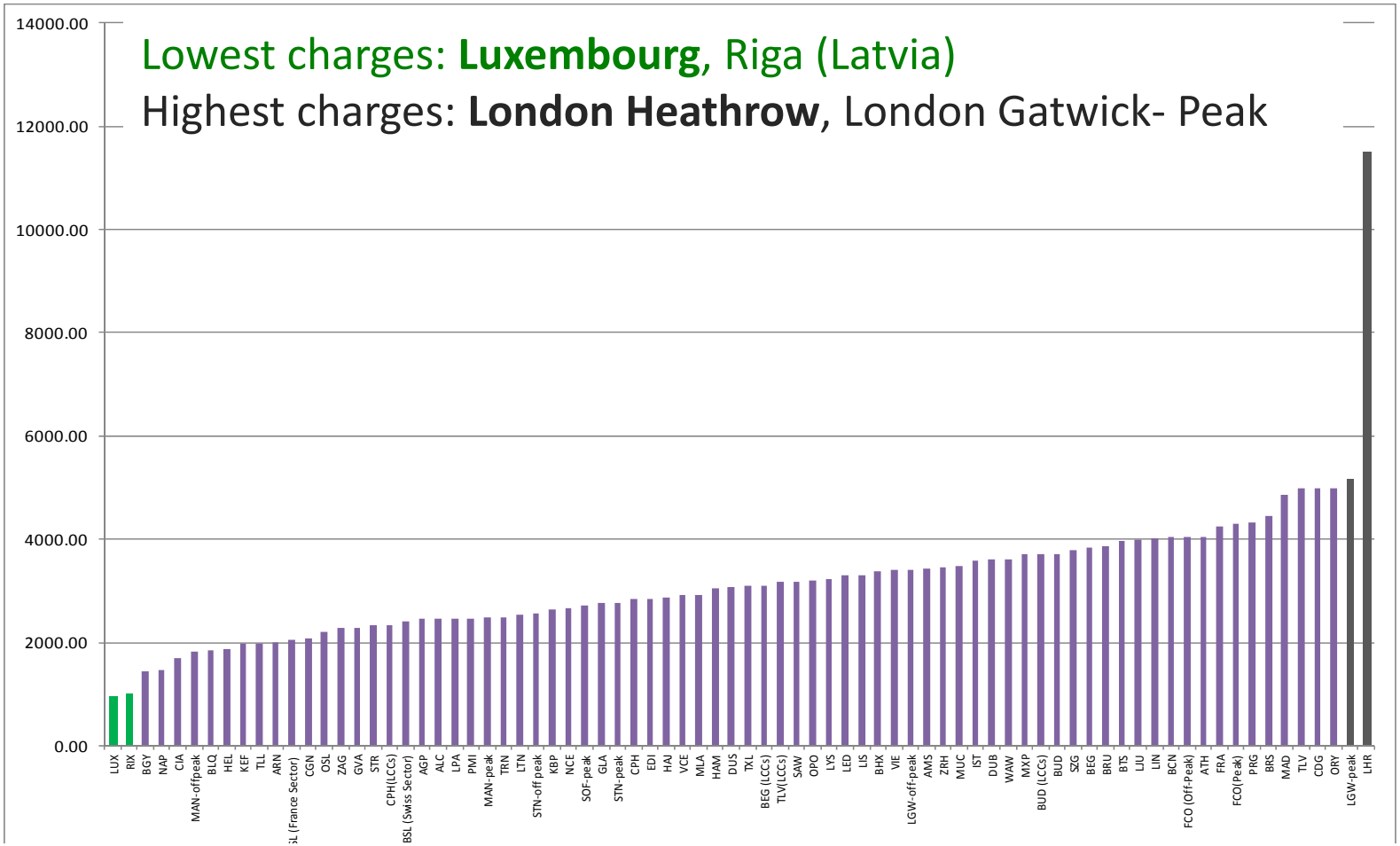


Objective | Data | Airport Characteristics | Methodology | Efficiency & Cost | User Charge

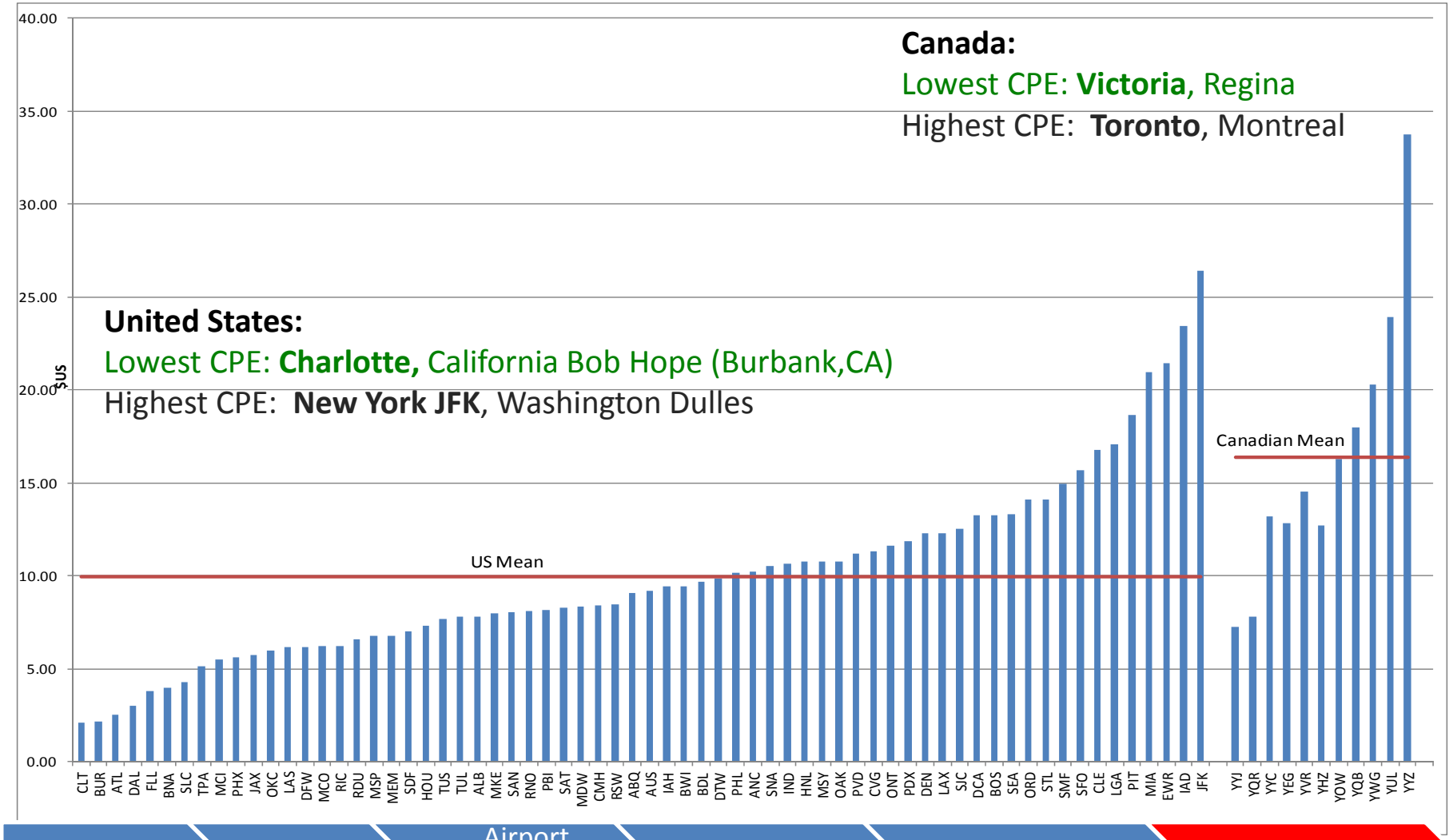
ASIA PACIFIC: COMBINED LANDING AND PASSENGER CHARGES FOR BOEING 737-800, 2013 (IN US$)



EUROPE: COMBINED LANDING AND PASSENGER CHARGES FOR BOEING 737-800, 2013 (IN US$)

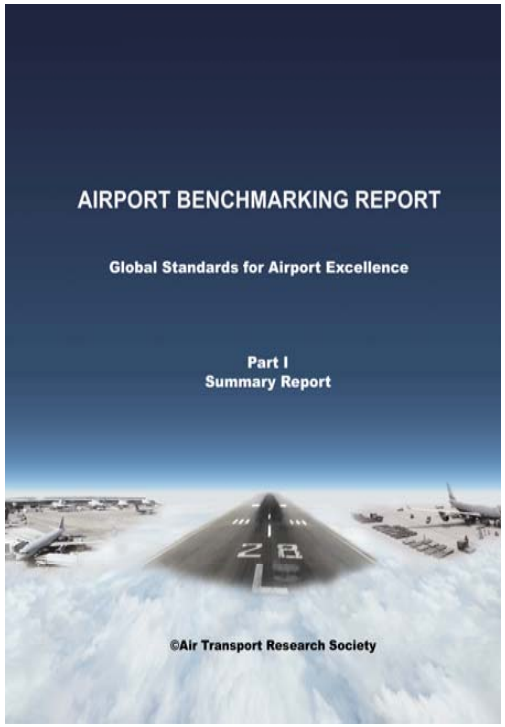


NORTH AMERICA: COST PER ENPLANED PASSENGER, 2012 (IN US$)



Objective | Data | Airport Characteristics | Methodology | Efficiency & Cost | User Charge

ATRS AIRPORT BENCHMARKING REPORT



- The ATRS Global Airport Performance Benchmarking Report : **3 volumes, over 600 pages of valuable data and analysis.**

- Can be purchased by visiting **www.atrsworld.org**

- **Report sale finances our annual benchmarking research project**

Thank You

See you at 2015 ATRS World Conference in Singapore!

ATRS AIRPORT DATA

Up to 30% discount for student and academic researcher

- 200 major airports and 26 airports around the world.
- FY 2002-FY2012 (11 years data)
- More details at http://www.atrsworld.org/Database.html
- Download Database Manual and order form from the above website.