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# Araxos National Airport and its contribution to the economic and tourist development of the Western Greece Region

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## Abstract

The study of international travel and tourism literature highlights the dominant role of air transport in passenger mobility worldwide, significantly affecting the economic development of many regions, especially those that are geographically and touristically isolated. Changes in the air transport sector can also impact regional development. While increased traffic can create congestion at major airports, remote areas may suffer from limited service on thin routes. Regional airports can be valuable assets in tourism development, particularly when linked to nearby industrial or tourism businesses, but they often do not operate at full capacity due to low investment interest. During the COVID-19 pandemic, understanding the relationship between air transport and regional development became essential for supporting economic competitiveness and social well-being.

The aim of this study is to investigate the contribution of Araxos State Airport to tourism development in Western Greece. The methodology involves a longitudinal analysis of passenger traffic from 1994 to 2023, integrating tourism indicators, economic performance metrics, and external shocks such as the economic crisis and the COVID-19 pandemic. The main findings reveal a general upward trend in passenger traffic, resilience of tourism flows during the economic crisis, and a sharp decline during the COVID-19 pandemic, highlighting the vulnerability of regional tourism to global shocks. The study is motivated by the lack of long-term empirical evidence on smaller regional airports in Greece, and its contribution is to provide insights into airport-led regional development, inform policymakers, and offer recommendations for tourism and transport planning.

**JEL Classifications:** L93, Z32, R58, O18

**Keywords:** air transportation, airports, tourism regional development

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## 1 Introduction

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Extensive and efficient transport infrastructure is essential for well-functioning economies and the development of regions and cities. When designed effectively, transport networks can be an engine for productivity and improved quality of life for citizens. “Effective modes of transport – including high-quality roads, railroads, ports, and air transport – enable entrepreneurs to get their goods and services to market in a secure and timely manner and facilitate the movement of workers to the most suitable jobs” (World Economic Forum, 2016).

Air transportation, both on a national and international level, constitutes a significant and sensitive sector of a country's economic activity and development policy. The importance of the air transportation system is widely recognized, not only as a means of covering long distances but also as a driving force for all societies. The aviation industries, airports, and airlines are some of the main factors that compete for the air transportation market, each in its own sector. Today, the air transportation system provides the only means that can be used for remote or inaccessible areas or areas that are not well-served by ground transportation. The air transportation system not only plays a crucial role as a means of transportation but also contributes to social connectivity and the economic development of regions (Postorino, 2010).

Airports constitute a major force in the local, regional, and national economy of a country. They reflect the communities they represent. Passenger and cargo movements constitute a way of determining the importance and impact airports have in a country. Passenger traffic reflects the level of economic development, demographics, business activity and tourism (Restrepo, 2009).

Air transportation is undoubtedly an integral part of a destination's tourism development, and its role is particularly significant for both regional and overall economic development of the country. Regional airports have the potential to contribute to the region's development by facilitating access to it.

Regional airports are an important part of the European Union's (EU) air transportation system. They act as driving forces for socio-economic development and improve accessibility to certain locations, especially those that are remote or not well-served by other means of transportation. They also play a vital role in promoting economic and social cohesion, boosting tourism and employment, and facilitating access to essential services. Additionally, they can help reduce congestion at major hub airports (EPRS, 2021).

The very operation of the airport could stimulate a range of economic activities directly related to air traffic services. Airports have the ability to shape the economic structure of the areas located directly around them, acting both as consumers and providers of aviation transportation services. Around airports, not only transportation and logistics-related activities thrive but also a variety of manufacturing, trading, and construction industries (Matha et al., 2020).

Regional airports in Greece have historically played a significant role, not only in the tourism development of the areas in which they operate but also in their overall economic growth and the connection of remote regions with administrative and political centers. They are the main tourist entry points to Greece, and

therefore both the quality of operations at the airports and their pricing policies directly affects the growth of tourism and the economy.

This research aims to investigate the contribution of Araxos State Airport to tourism development in Western Greece. To achieve this, a longitudinal analysis of passenger traffic from 1994 to 2023 was conducted, integrating tourism indicators, economic performance metrics, and major external shocks such as the economic crisis and the COVID-19 pandemic. The findings reveal a general upward trend in passenger traffic, resilience of tourism flows during the economic crisis, and a sharp decline during the COVID-19 pandemic, highlighting the vulnerability of regional tourism to global shocks. The study is motivated by the critical role of regional airports in shaping economic and tourism development, particularly in peripheral areas where accessibility constraints can significantly affect growth. Despite the recognized importance of air transport infrastructure, limited empirical evidence exists regarding the long-term economic and tourism impacts of smaller regional airports in Greece, especially over extended periods and under major external shocks. This paper addresses this gap by providing a comprehensive longitudinal analysis of Araxos National Airport over nearly three decades (1994–2023), offering insights into structural changes in regional development dynamics. By integrating tourism indicators, economic metrics, and crisis-period assessments, the study contributes to the empirical understanding of airport-led regional development, informs policymakers and stakeholders about the strategic value of regional airports, and provides evidence-based recommendations for regional development and transport planning. Despite the growing importance of regional airports, empirical research on the role of Greek regional airports in tourism development remains limited, even though they are critical for highly touristic regions characterized by strong seasonal demand.

### **1.1 Structure of the Paper**

The paper is organized as follows: Section 1 includes the introduction. Section 2 presents a comprehensive review of the literature on regional airports and their role in tourism and regional development. Section 3 details the research hypothesis. Section 4 describes the methodology, including data sources, variables, and the analytical techniques employed for the longitudinal analysis of passenger traffic at Araxos State Airport from 1994 to 2023. Section 5 reports the results, covering trends in arrivals and departures, correlations, the effects of the economic crisis and the COVID-19 pandemic, as well as annual and decadal comparisons and post-pandemic recovery patterns. Section 6 discusses the findings in relation to the research questions and hypothesis, highlighting their implications for regional tourism, economic development, and policy-making, and concludes the study by summarizing key insights and suggesting practical and policy recommendations as well as avenues for future research.

## **2 Literature review**

In the context of the literature review for the needs of this work, we focus on bibliographic material, research, and studies conducted, both in Greek and international literature, that are entirely or partially related to aspects of the contribution of regional airports to tourism and regional development.

Despite a growing body of literature, the relationship between transport investment and regional economic development remains elusive (Pokharel et al., 2023; Marinakos & Poulaki, 2019).

There is a growing quantity of academic literature that considers the experience of regional airports contribution but there has been very little attempt to synthesize all this research and identify overarching findings that the single studies do not produce.

The impacts of airports on regional economic development have been analyzed less compared to road transport or railways. As with other transportation infrastructures, the fact that investment decisions consider the economic conditions of the region where the infrastructure will be located creates an endogeneity problem. The rapid rise of aviation (including airport infrastructure) has prompted various research and policy questions on the socio-economic impact on spatial development of regions.

Despite individual disagreements regarding the direction of the causal relationship between airport development facilities and regional development, the entire body of research literature converges on the view that the presence of an airport enhances a region and increases its competitiveness (Green, 2007). Within a "virtuous circle," the development of aviation services enhances the potential development of a region, which in turn further increases the demand for aviation services, and so on (Cristureanu & Bobirca, 2007).

Recent literature has used a variety of tools and controls to properly assess the effects of the size of airports on employment, considering factors such as the geographical central location of airports, the physical size of airports, and historical airport plans (Blonigen & Cristea, 2015; Brueckner, 2003; Green, 2007; McGraw, 2017; Sheard, 2014).

Overall, significant positive effects have been found in many of these studies, especially concerning local employment in and around airports, particularly in the service sector (Matha et al., 2020).

Furthermore, studies and research related to both regional airports in other countries and Greece have been identified (Restrepo & Marino, 2008; Pijet-Migoń, 2008; Zargarzadeh, 2010; Vaz et al., 2014; Matha et al., 2020; Tsiotas et al., 2020; Wang, 2021; Marinakos & Poulaki, 2019; Pagoni & Koumoutsidi, 2022).

The study of Ballis et al. (2019) focuses on the islands of the South Aegean and attempts to highlight the importance of airport infrastructure for their tourism development. The results revealed that airports having runways above 1,800m serve direct international flights and have a very significant contribution to the tourism development of the associated islands. On the contrary, islands having airports with short runways are served through Athens International Airport, yet, the number of tourist arrivals by air is low, having a minor impact on their tourism product.

Considering the case of the proposed airport in Vlora, South Albania, the report of Matha et al. (2020) analyze the channels through which a new greenfield airport can contribute to regional economic development. To evaluate how the new airport would interact with existing and potential economic activities, the report evaluates three of the most important channels of impact by which the airport could serve as a promoter: (1) economic activities directly related to or promoted by airports, (2) the airport's potential contribution to the region's booming tourism sector and (3) the potential for the country's development of air freight as a tool for export promotion. In each of these three cases, the report identifies complementary public goods or policies that could maximize the airport's impact in the region.

The study of Marinakos & Poulaki (2019) is exploring the potential of the Tripoli military airport in Greece as a civilian airport, seeks to analyze the functional relationship between small regional airports and local tourism businesses, the results of which can contribute to the financial planning and organization of a destination.

The study of Pagoni & Koumoutsidi (2022), aims at exploring the efficiency of regional airports, whose traffic is highly dependent on touristic flows, and the impact of some external factors such as low-cost airlines, charter air traffic and seasonality. The analysis focuses on the airport market in Greece within the time period from 2010 to 2016. Findings indicate that the considered factors significantly affect airport efficiency. More specifically, the low-cost airlines and charter flights contribute to increasing airport efficiency, while the seasonality might be seen as an obstacle to improving airport efficiency.

The study of Pokharel et al. (2023) engages with the relationship between transport investment and regional economic development by developing a holistic conceptual framework based on the synthesis of the literature.

The purpose of the article of Ślusarczyk et al. (2016), is to determine the degree of development of regional airports in Poland and an indication of their role in the country's aviation market against the background of trends in air transport in selected EU countries.

Tsiotas et al. (2020) study air transport in Greece and particularly the regional dimension of the Greek air transport, by excluding the metropolitan airports of Athens and Thessaloniki. The paper examines the factors that determine the attractiveness of the Greek regional airports on data referring to air traffic statistics and on available spatial and tourism information. The results of applying the proposed indicators comply with the observations of the common practice and they seem sufficient to be used in other areas of application. The overall approach provides a novel measure for air transport studies, and it illustrates the contribution of the small and regional airports to tourism and regional development in Greece.

Vaz et al. (2014) present the Portuguese case studies of Évora and Bragança and illustrates different models of attracting investments to develop regional airports, thus attracting air services and facilitating economic development, tourism in particular.

Elburz et al. (2020) study aims to analyze the relationship between air transport and regional development in Turkey, by using air passenger volume and regional employment data by means of non-spatial and spatial regression methods. The results confirm their hypothesis that air transportation is an important determinant of regional employment in Turkish regions while the impact of air transport on regional employment decreases when spatial effects are taken into consideration.

Allroggen & Malina (2014) empirically study the contribution of air transport to regional economic development in Germany. Researchers find that the scale and direction of output effects of air services and airport infrastructure differ among airports. These differences are driven by 'opportunity costs' of airport capital and by positive output effects from air transport connectivity. We argue that the latter impacts potentially depend on traffic characteristics.

The study of Aunurrofik (2018) aims to examine the importance of air transportation on regional development in Indonesia as an archipelago and developing country. Using cross-section dataset in regencies' level and multiple regression analysis, the author found that the number of flights, air passenger, and air cargo give positive and significant impact on regional per capita income. The effect of air cargo is the strongest, which implies that airport will provide the more substantial impact on regional economic growth if the airport is intended to use for trade and business activities. The motivations of regency to have an airport are if Regency is an independent island, manufacturing industry with its high-skilled and mid-skilled workers, and tourism sector.

The study of Mazzola et al. (2022) evaluates the influence of air transport on tourism arrivals to selected islands in seven southern European Union countries to determine the nature of the relationship between tourist arrivals and air transport, specifically, whether air transport services generate tourism demand or merely enable touristic flows. The paper uses panel data and applies an econometric model with justifications for endogeneity and dynamic issues. Results show a moderate impact of transport infrastructures on generating additional tourist arrivals; however, the model shows that air transport is a prerequisite to developing tourism demand and is not the only determinant in increasing tourist arrivals. Tourist arrivals appear more a determinant than a consequence of changes in flight connections.

Olariaga (2021) analyzes the contribution of regional airports in Colombia to the development of the domestic air transport network, and with it, to the connectivity of the regions and their social and economic development. The growth and evolution of Colombian regional airports are supported and driven by a set of public and investment policies, designed exclusively for the air sector, and implemented, almost continuously, since the liberalization of the air transport industry in the country in the early 1990s and are still in development.

Taking Jiangsu province as for analysis, Bai & Wu (2022) provide empirical evidence of the causality between airport development and regional economic growth. The results showed that: (1) From 2008 to 2018,

the overall volume of airport passenger throughput and GDP in Jiangsu had a strong upward trend with strong seasonal fluctuations; (2) There was a bi-directional Granger causality relationship between the airport passenger throughput and GDP in Jiangsu based on the vector autoregression (VAR) model and the Granger causality test; (3) From the impulse response and variance decomposition, the inter-contribution of GDP and airport development was sustainable and increasing over time. However, the impact of economic growth on airports was more significant than the impact of airports on economic growth.

Air transport development is key driver for growth in national and international scale. The key objective of the paper of Dimitriou et al. (2017) is to quantify the socio-economic impact of air transport on regions heavily dependent on tourism. By a top-down analysis, the trends and characteristics of tourism and aviation are highlighted, providing the linkage between these two industries.

Baker et al. (2015) research provides the first empirical evidence that there is short and long run causality between regional aviation and economic growth. The economic significance of regional air transport confirms the importance of the airport as infrastructure for regional councils and the need for them to maintain and develop local airports. Funding should be targeted at airports directly to support regional development.

## **2.1 General Impact on Regional Development**

### **2.1.1 Regional airports and tourism development**

Airports and regional development are interconnected concepts, as one complements the other. Transportation is one of the most important factors for the development of an area, while the absence of transportation infrastructure hinders regional development (Graham, 1998). The role of regional airports, however, can go beyond their importance in transport networks as their establishment can have consequences for local economic development. On top of the direct, accounting-based impact generated by the aviation infrastructure and activities carried out either on the airport's territory or in its surroundings, one can identify indirect effects in the supply chain, such as utility and fuel supply, construction services, and travel agencies or hotels. Further, induced effects are multiplier effects related to demand created by the expenditure of employees working at airports and institutions in their supply chain (Kotowska & Torój, 2025).

It is estimated that in an airport, the movement of one million passengers creates the need for one thousand jobs (Graham, 2008). The Air Council International (ACI), through a study of twenty-five cases, calculated that for every 1000 direct jobs, 2100 indirect jobs are generated at the national level, 1100 at the regional level, and 500 at the sub-regional level (cafes and restaurants operating at the airport, etc., resulting in increased income for the businesses in the region as well as for goods and service transportation companies, as well as the movement of suppliers aiming to promote incoming investments and tourism and the regional development of areas. Summarizing the economic effects of an airport (Cristureanu & Bobirca, 2007), we would say that airports: attract investments, retain businesses in the area, ensure the expansion of businesses, promote the export of services, enhance competitiveness, improve the standard of living, and boost tourism. At the same time, airports also bring about social changes in an area by increasing household income, favoring

tourism, promoting the diffusion of knowledge and innovation, and enhancing regional social cohesion (Zak & Getzner, 2014). According to Rattsø & Sheard (2025), establishing an airport makes new transport routes possible, reduces travel times and costs, and makes it cheaper to transport goods in and out of the local area. The regional consequences of having an airport depend on the underlying local growth process. Furthermore, let us not forget that air transportation performs a significant social role by making basic services accessible to residents of remote areas, such as healthcare and education services (Cristureanu & Bobirca, 2007). Tourism, more specifically, which is the second most important catalytic effect of airports (Cristureanu & Bobirca, 2007), seriously affects the social fabric, as it brings about changes in social structure and makes entire professional and social groups catalysts of the social changes associated with the stages of tourism development in an area (Forster, 1964, in Stathoglou, 2018:22). Regional airports contribute to the economic development of an area, as they contribute to the economy of the respective country, the increase in social welfare, the facilitation of accessibility, and the creation of new jobs (Profyilidis, 2010). More specifically, air transport provides individuals with the ability to quickly respond to their personal emergency needs, covering long distances in a short period of time to address difficult situations, improving communication through the rapid delivery of mail and the transportation of goods from suppliers to customers, with the aim of promoting regional development.

Of course, the effects of the operation of an airport in a region are not always positive. The operation of an airport has direct effects on the environment of the area, causing increased noise, air pollution, and energy consumption and depletion of natural resources, which can even lead to the outflow of tourism and investments, weakening the economy of the region (Zak & Getzner, 2014, in Stathoglou 2018:19-20).

## **2.2 Airports classification - characteristics**

### **2.2.1 Airports classification**

Airports are important elements of the air transport system because they represent interchange nodes among land transport systems and the air transport systems, and because they are the air traffic control centers. The main characteristics of an airport depend on the expected number of passengers and movements, the performed function and the kind of routes being offered (Postorino, 2010).

Identifying and classifying these terminals is a fundamental step in planning and planning air transportation and transportation engineering, which allows the possibility of prioritizing and general policy regarding the airports of a network as well as local and regional development plans (Sheikholeslami et al., 2020).

Airports are classified in several ways based on a variety of criteria. The type of classification varies depending on the particular purpose for which the classification is made current operational capacity, in terms of annual passenger traffic, functional role (intercontinental hub, regional, leisure destinations) geographical location (national or regional capital) airport competition. Most classifications use a combination of region/location or annual enplane/deplane passenger volumes as variables for clustering (Adikariwattage et al., 2012).

According to Postorino (2010) in terms of passengers and movements, airports can be defined as Primary, if the number of yearly passengers is greater than five million per year and Regional.

European airports are classified in various ways, with EUROCONTROL categorizing these by annual Instrument Flight Rules (IFR) movements into Very Large, Large, Medium, and Small airports (Eurocontrol, 2022).

Furthermore, according to ICAO (ANNEX 14), an airport can be classified depending on the airport traffic density as: Light: if the number of movements during the peak hour is less than 15 for each runway, or if for all the runways it is less than 20, Medium: if the number of movements during the peak hour ranges from 16 to 25 for each runway, or if for all runways it ranges from 20-35, Heavy: if the number of movements during the peak hour is greater than 26 for each runway, or if for all runways it is greater than 35. Depending on the perform function, an airport can be classified as hub or feeder (ICAO, 2018).

The Federal Aviation Administration (FAA) classification system, which is outlined in the FAA's Advisory Circulars and other regulatory documents, categorizes airports based on the type of aircraft operations and the critical aircraft that the airport is designed to serve (FAA, 2020).

### **2.2.2 The Araxos (Patras) Airport**

Greece has 15 international airports and a total of 39 airports with scheduled flights. These airports include major international hubs and smaller regional terminals, with the largest being Athens International Airport (AIA). Many islands also have airports, facilitating travel to different parts of the country.

Araxos (Patras) Airport, also known as Araxos Airport, is a medium sized airport in Greece. It is an international airport and serves the area of West Greece. The Araxos Airport serves the entire Regional Unit of Achaia, Greece and is located in the western part, near the Araxos area. It is situated 45 km southwest of the city of Patras and 46 km from the port of Kyllini. The total building area is 2,300 square meters. Additionally, it has a passenger terminal and 5 aircraft parking positions (INSETE, 2019). The State Airport of Araxos (abbreviations: IATA: GPA, ICAO: LGRX, HCAA: KAAX) is primarily a military airport and is hosted at the facilities of the 116th Combat Wing. However, it also serves several civil flights to and from European destinations, especially during the summer months. It mainly accommodates charter flights, and a permit is required for other flights.

It primarily operates during the summer months, serving the city of Patras and the tourist destinations in the regions of Ilia and Achaia. It receives mainly charter flights, although it should be noted that operates regular flights during the summer season as well.

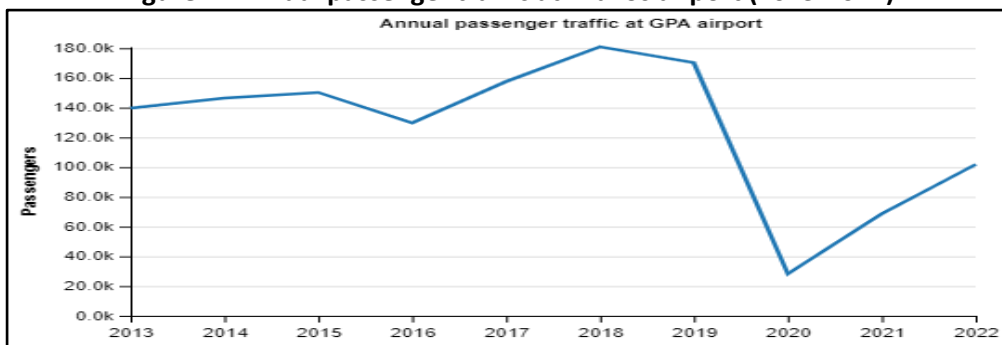
Regarding the connection of the airport to the city of Patras, it is accessible by road via the National Road of Patras - Pyrgos, and there are bus routes to and from Patras. Furthermore, a future connection to the suburban railway of Patras has been studied.

### **2.2.3 Facilities**

According to Hellenic Civil Aviation Authority (2025), State Airport of Araxos has a passenger’s terminal and five aircraft parking positions. In terms of public authorities, it has a customs area for the passenger terminal and a police department. Concerning commercial establishments, it has refreshment bars and a Duty-Free Shop. Additionally, car rental services are available at the airport, provided by car rental companies. Services provided to aviation entities: Ground handling companies operating at the airport as well as fuel companies.

### 2.2.4 Figures And Data

**Figure 1: Annual passenger traffic at Araxos airport (2013-2022)**



Source: [https://en.wikipedia.org/wiki/Patras\\_Araxos\\_Airport](https://en.wikipedia.org/wiki/Patras_Araxos_Airport)

**Table 1: KAAAX, International Passenger Traffic (1994-2018)**

KAAAX		
INTERNATIONAL PASSENGER TRAFFIC (1994-2023)		
YEAR	PASSENGERS	
	ARRIVALS	DEPARTURES
1994	33577	33453
1995	24031	24351
1996	25874	25369
1997	19627	19773
1998	23902	23726
1999	31098	30429
2000	41635	41647
2001	40745	41813
2002	37317	35961
2003	34499	36246
2004	40108	40140
2005	59432	52852
2006	56256	55579
2007	60069	67103
2008	51417	51427
2009	39483	39808
2010	39627	39523
2011	37583	37097
2012	66144	66353

2013	70006	69669
2014	73786	72457
2015	73140	72270
2016	63702	63534
2017	75401	75206
2018	89044	89454
2019	84785	84300
2020	13993	14994
2021	34045	34135
2022	49506	49064
2023	67677	67448

**Sources:** Civil Aviation Authority (2023) [http://www.ypa.gr/userfiles/fa3cb89c-ac1a-4d4b-99ab-a34f011804e1/APAΞΟΣ\\_4.xlsx](http://www.ypa.gr/userfiles/fa3cb89c-ac1a-4d4b-99ab-a34f011804e1/APAΞΟΣ_4.xlsx)  
<https://westcity.gr/2019/11/xarths-epibatikhs-kinshs-araksos/>  
<https://pelop.gr/kratikos-aerolimenas-araxou-oi-prosgeiomenes-afixeis-tou-2022-kai-i-apogeiosi-metapolemika/>  
[https://insete.gr/wp-content/uploads/2021/06/21\\_03\\_Diethneis\\_Aeroprikes\\_Afixeis\\_2019-2020\\_a1.pdf](https://insete.gr/wp-content/uploads/2021/06/21_03_Diethneis_Aeroprikes_Afixeis_2019-2020_a1.pdf)

### 3 Research Hypothesis and Research Questions

The research hypothesis of this study is: How do fluctuations in passenger traffic at Araxos State Airport over the past decades, and during periods of economic and health crises, influence and reflect the tourism development of Western Greece, as evidenced by long-term trends in international passenger arrivals and departures?

#### Research questions:

1. What are the long-term trends in passenger traffic, including arrivals and departures, at Araxos State Airport from 1994 to 2023?
2. How did the economic crisis of 2007–2012 impact passenger traffic and, consequently, tourism in Western Greece?
3. How did the COVID-19 pandemic (2020–2021) affect passenger traffic compared to the previous and subsequent years?

The research questions and research hypothesis of this study are closely connected to the theoretical underpinnings of airport-led regional development and tourism economics. According to the literature, regional airports not only facilitate transport and connectivity but also generate direct, indirect, and induced economic effects, influencing local employment, business activity, and tourism growth (Cristureanu & Bobirca, 2007; Kotowska & Torój, 2025). By examining long-term passenger traffic trends at Araxos State Airport, this study aligns with the conceptual framework that airports act as catalysts for regional socio-economic development (Green, 2007; Matha et al., 2020). Furthermore, assessing the impact of external shocks such as the 2007–2012 economic crisis and the COVID-19 pandemic allows for an empirical evaluation of the resilience

and adaptability of airport-driven regional tourism systems, as suggested in prior research on transport investment and regional development (Pokharel et al., 2023; Marinakos & Poulaki, 2019). By linking passenger traffic fluctuations to regional tourism outcomes, the study operationalizes the theoretical concepts of airport-induced economic multipliers, social connectivity, and regional competitiveness, providing a robust framework to interpret the observed trends and draw evidence-based conclusions.

## 4 Methodology

This research examines the contribution of Araxos State Airport to the tourism development of Western Greece through the analysis of secondary data and statistical methods. The analysis focuses on studying the impact of the airport on the region's tourism growth, providing a summary report of the findings.

This study adopts a quantitative and descriptive research design, focusing on the analysis of secondary data to identify long-term trends in passenger traffic and its relationship with tourism development in Western Greece.

The research follows a longitudinal approach, examining data from 1994 to 2023 obtained from official sources, including the Civil Aviation Authority (CAA) and INSETE.

Data were cleaned, verified, and standardized to ensure accuracy and comparability.

The main variables analyzed were international passenger arrivals, departures, annual rates of change, and decade-based averages, serving as indicators of regional tourism performance.

The data analysis was conducted using SPSS 2022, employing descriptive statistics, correlation analysis, and the Kruskal-Wallis H test to identify trends and statistically significant differences across decades and crisis periods (economic crisis and COVID-19 pandemic). Analyses were performed at a 95% confidence level ( $p < 0.05$ ).

Ethical standards were upheld through the exclusive use of publicly available data and proper source attribution. Despite limitations related to secondary data and the influence of external tourism factors, the chosen methods provide a robust framework for examining the airport's contribution to tourism development in Western Greece.

The data for the research were derived from the following sources:

- Institute of the Association of Greek Tourism Enterprises (INSETE)
- Civil Aviation Authority (CAA)

– Specifically, data were collected on international passenger arrivals and departures from Araxos Airport for the period 1994-2023.

The data analysis was conducted using SPSS 2022 and included:

**Overall trend in traffic:**

- The trend of increase or decrease in the number of passenger arrivals and departures over the years was examined.

- Graphical representations were used to highlight the general trends in passenger traffic.

- **Correlation of Arrivals and Departures:**

- A comparison between the number of arrivals and departures each year was performed, and the ratios and variations were calculated.

**Examination of Specific Periods:**

- Changes in passenger traffic before and after the economic crisis and the COVID-19 pandemic were analyzed.

- **Calculation of Averages:**

- The annual average number of arrivals and departures was calculated.

- These averages were compared with individual year data to identify deviations.

**Comparison pre- and post-COVID-19 pandemic:**

- Data before (2019) and after the COVID-19 pandemic (2020, 2021, 2022, 2023) were compared to assess the impact on passenger traffic.

**Comparative Decade Analysis:**

- The data were analyzed and compared by decade (1994-2003, 2004-2013, 2014-2023).

**The data analysis was conducted using SPSS 2022 and included:**

**Table 2: Data Analysis Tools and Methods**

<b>Analysis Tool / Method</b>	<b>Purpose / Description</b>
Descriptive Statistics	Calculate min, max, mean, and standard deviation of arrivals and departures; analyze annual trends.
Graphical Representations	Line charts to visualize trends; compare annual data with averages.
Correlation Analysis	Assess ratio and balance between arrivals and departures per year.
Analysis by Specific Periods	Compare passenger traffic before, during, and after events (economic crisis, COVID-19).
Non-Parametric Analysis (Kruskal-Wallis H Test)	Test for statistical differences across periods and decades; assess crisis and decade impacts.
Average Analysis	Compute annual averages and compare with individual years to detect deviations.
Comparisons Before and After Crises	Quantify the impact of crises (e.g., COVID-19) on passenger traffic.

Decade-Based Comparative Analysis	Identify long-term trends and differences in traffic across decades.
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#### 4.1 Limitation of the Study

A key limitation of this study is that it focuses on a single case study, namely Araxos State Airport. While this case provides valuable insights into the relationship between airport activity and regional tourism development, the findings cannot be easily generalized to other regions or airports with different characteristics, infrastructure, or tourism dynamics. The single-case design influenced the methodological approach, leading to a descriptive and longitudinal analysis based on secondary data rather than comparative or causal modeling across multiple airports. Future research could extend this analysis by including multiple regional airports in Greece or other countries to enhance the external validity and robustness of the conclusions.

## 5 Results

**1. Overall Trend in Traffic:** The trend of increase or decrease in the number of passenger arrivals and departures over the years.

Arrivals ranged between 13.993 and 89.044 during the study years, with an average of 48.583.63 ( $\pm 20.238.81$ ) individuals.

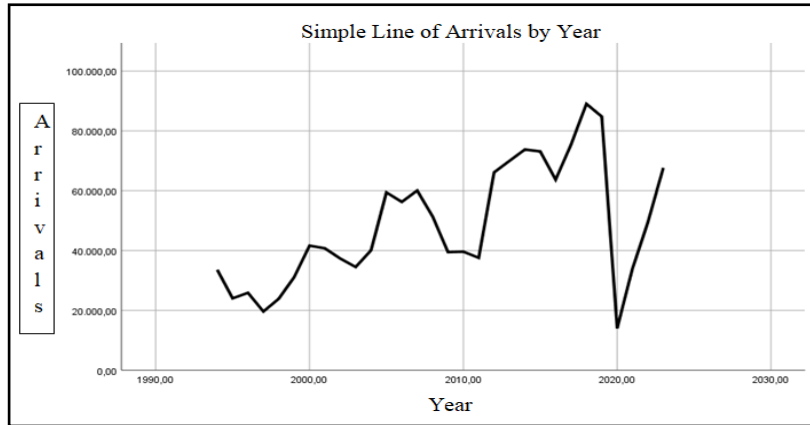
Departures ranged between 14.994 and 89.454 during the study years, with an average of 48.506.03 ( $\pm 20.155.65$ ) individuals.

**Table 3: Description of Arrivals and Departures**

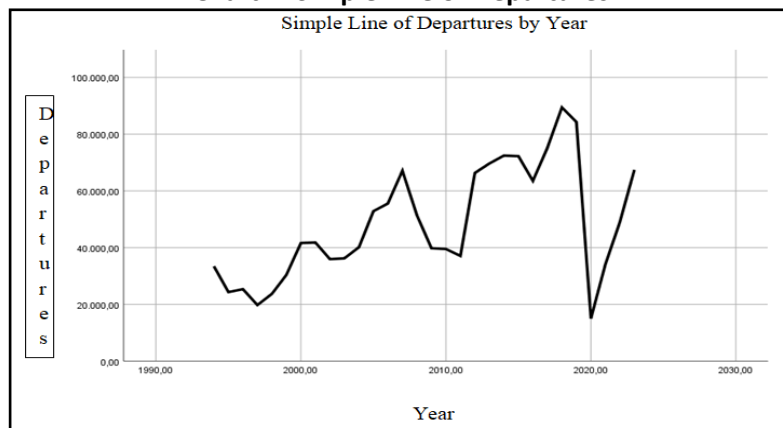
Descriptive Statistics					
	N	Minimum	Maximum	Mean	Std. Deviation
Arrivals	30	13993,00	89044,00	48583,6333	20238,80718
Departures	30	14994,00	89454,00	48506,0333	20155,64686
Valid N (listwise)	30				

The overall trend in passenger arrivals and departures from 1994 to 2023 exhibits significant fluctuations. There are notable increases and decreases over the years, with a sharp decline in 2020 due to the COVID-19 pandemic, followed by a recovery trend in the subsequent years.

**Chart 1: Simple Line of Arrivals**



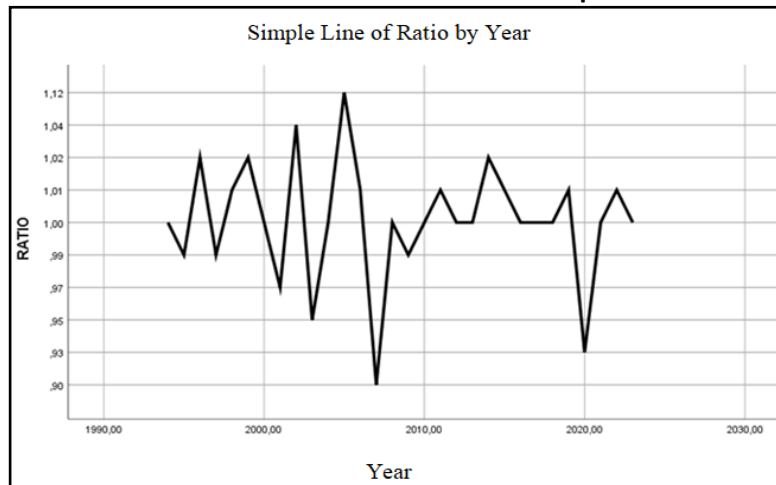
**Chart 2: Simple Line of Departures**



**2. Correlation of Arrivals and Departures: Comparison of the number of arrivals with the number of departures each year.**

The ratio of arrivals to departures exhibits some fluctuations over the years but generally remains around 1, indicating approximately equal numbers of arrivals and departures each year.

**Chart 3: Correlation of Arrivals and Departures**



**3. Check on specific periods: Changes in traffic before and after significant events or policies (e.g., economic crisis, COVID-19 pandemic).**

The data was divided into the following periods:

- Before the economic crisis: 1994-2006
- Economic crisis: 2007-2009
- After the economic crisis: 2010-2012
- Before COVID: 2013-2019 COVID: 2020-2021
- After COVID: 2022-2023

From the table below, we conclude that the economic crisis did not affect travel traffic, as there are no statistically significant differences between the periods before, during, and after the crisis (arrivals  $p=0.149>0.05$ , departures  $p=0.131>0.05$ ).

**Table 4: Results of arrivals and departures before, during, and after the economic crisis**

Before, During, and After the Economic Crisis		
	Arrivals	Departures
Kruskal-Wallis H	3,807	4,060
df	2	2
Asymp. Sig.	0,149	0,131
a. Kruskal Wallis Test		
b. Grouping Variable: PERIOD		

From the table below, we infer that COVID significantly affected travel traffic, as there are statistically significant differences between the periods before, during, and after COVID (arrivals  $p=0.037<0.05$ , departures  $p=0.037<0.05$ ).

**Table 5: Results of arrivals and departures before, during, and after the COVID-19**

Before, During, and After COVID-19		
	Arrivals	Departures
Kruskal-Wallis H	6,604	6,604
df	2	2
Asymp. Sig.	0,037	0,037
a. Kruskal Wallis Test		
b. Grouping Variable: PERIOD		

**Before the economic crisis:** Arrivals ranged from 19,627 to 59,432, with a mean of 36,007.77 and a standard deviation of 11,988.28. Departures ranged from 19,773 to 55,579, with a mean of 35,487.62 and a standard deviation of 10,981.05. This period is characterized by a stable number of arrivals and departures with relative stability. The means of arrivals and departures are quite close, indicating a balance.

**During the economic crisis:** Arrivals ranged from 39,483 to 60,069, with a mean of 50,323.00 and a standard deviation of 10,336.51. Departures ranged from 39,808 to 67,103, with a mean of 52,779.33 and a standard deviation of 13,697.66. An increase in the means of arrivals and departures is observed. The standard deviation also indicates greater variability in departures, suggesting higher uncertainty or instability in tourism activity.

**After the economic crisis:** Arrivals ranged from 37,583 to 66,144, with a mean of 47,784.67 and a standard deviation of 15,932.46. Departures ranged from 37,097 to 66,353, with a mean of 47,657.67 and a standard deviation of 16,236.01. The means of arrivals and departures remain at relatively high levels with increased variability, as indicated by the standard deviations. This suggests that tourism activity began to stabilize but with some fluctuations.

**Pre-COVID-19 pandemic:** Arrivals ranged from 63,702 to 89,044, with a mean of 75,694.86 and a standard deviation of 8,634.04. Departures ranged from 63,534 to 89,454, with a mean of 75,270.00 and a standard deviation of 8,838.82. Arrivals and departures were at high levels with small standard deviations, indicating stable and robust tourism activity. The means are the highest among all periods.

**During COVID-19 pandemic:** Arrivals ranged from 13,993 to 34,045, with a mean of 24,019.00 and a standard deviation of 14,178.91. Departures ranged from 14,994 to 34,135, with a mean of 24,564.50 and a standard deviation of 13,534.73. A significant decrease in the means of arrivals and departures is observed. The high standard deviations indicate substantial variability and instability in tourism activity, likely due to ongoing changes in regulations and traveler behavior during the pandemic.

**Post-COVID-19 pandemic:** Arrivals ranged from 49,506 to 67,677, with a mean of 58,591.50 and a standard deviation of 12,848.84. Departures ranged from 49,064 to 67,448, with a mean of 58,256.00 and a standard deviation of 12,999.45. This period shows a recovery in arrivals and departures, with values approaching pre-COVID levels. However, high standard deviations suggest that there is still volatility in tourism activity.

The analysis of the data demonstrates how various crises impacted tourism activity. Before the economic crisis, arrivals and departures were relatively stable and balanced. During and after the economic crisis, numbers increased but with greater variability. Before COVID-19, tourism activity peaked, whereas during COVID-19, there was a significant drop and increased instability. Post-COVID-19, a recovery is observed but with continued variability. This indicates the need for adaptive strategies and flexibility in the tourism sector to address future crises.

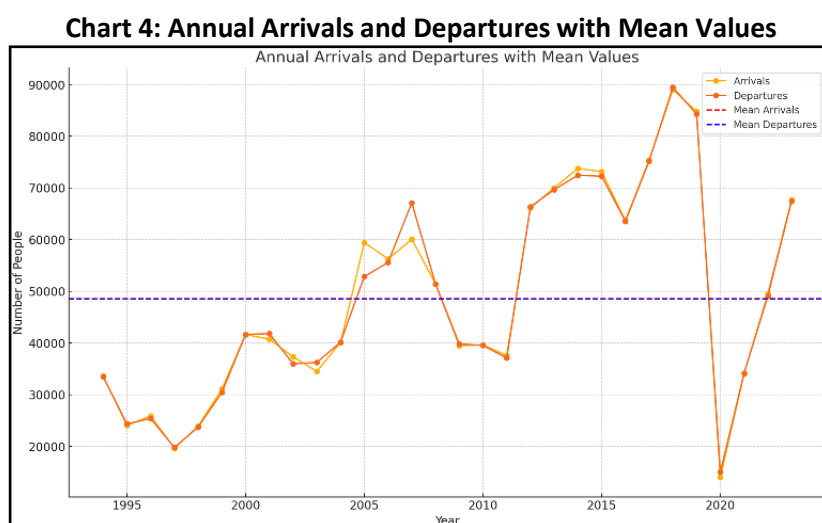
**Table 6: Description of Arrivals and Departures Before, During, and After the Economic Crisis & Arrivals and Departures Before, During, and After the COVID-19**

Descriptive Statistics						
PERIOD		N	Minimum	Maximum	Mean	Std. Deviation
Before the Economic Crisis	Arrivals	13	19627,00	59432,00	36007,7692	11988,27511
	Departures	13	19773,00	55579,00	35487,6154	10981,05407

	Valid N (listwise)	13				
Economic Crisis	Arrivals	3	39483,00	60069,00	50323,0000	10336,51179
	Departures	3	39808,00	67103,00	52779,3333	13697,65894
	Valid N (listwise)	3				
After the Economic Crisis	Arrivals	3	37583,00	66144,00	47784,6667	15932,46134
	Departures	3	37097,00	66353,00	47657,6667	16236,00891
	Valid N (listwise)	3				
Before COVID-19	Arrivals	7	63702,00	89044,00	75694,8571	8634,03549
	Departures	7	63534,00	89454,00	75270,0000	8838,82268
	Valid N (listwise)	7				
COVID-19	Arrivals	2	13993,00	34045,00	24019,0000	14178,90518
	Departures	2	14994,00	34135,00	24564,5000	13534,73090
	Valid N (listwise)	2				
After COVID-19	Arrivals	2	49506,00	67677,00	58591,5000	12848,83732
	Departures	2	49064,00	67448,00	58256,0000	12999,45107
	Valid N (listwise)	2				

#### 4. Calculation of Averages: Calculation of the Average Arrivals and Departures per Year and Comparison with Individual Years

The following is an analysis of annual arrivals and departures data, comparing each year's data with the overall averages of arrivals and departures. The overall averages are 48,584 for arrivals and 48,506 for departures.



The chart presents annual data on arrivals and departures from 1994 to 2023, compared to the average figures (48,584 for arrivals and 48,506 for departures). Prior to 2005 and during the COVID-19 pandemic years (2020 and 2021), the numbers were below the averages. Since 2005, there has been increased activity, with peaks in 2018 and 2019, which recorded the highest values due to a surge in tourist activity.

In 1994, arrivals were 33,577 and departures were 33,453, both below the averages. In 1995, arrivals were 24,031 and departures were 24,351, also below the averages. In 1996, arrivals were 25,874 and departures were 25,369, again below the averages. In 1997, arrivals were 19,627 and departures were 19,773, showing

lower values than the averages. In 1998, arrivals were 23,902 and departures were 23,726, continuing the trend of low values.

In 1999, arrivals were 31,098 and departures were 30,429, also below the averages. In 2000, arrivals were 41,635 and departures were 41,647, still below the averages. In 2001, arrivals were 40,745 and departures were 41,813, also below the averages. In 2002, arrivals were 37,317 and departures were 35,961, again below the averages. In 2003, arrivals were 34,499 and departures were 36,246, continuing the trend of low values. In 2004, arrivals were 40,108 and departures were 40,140, also below the averages.

In 2005, arrivals were 59,432 and departures were 52,852, above the averages. In 2006, arrivals were 56,256 and departures were 55,579, also above the averages. In 2007, arrivals were 60,069 and departures were 67,103, also above the averages. In 2008, arrivals were 51,417 and departures were 51,427, above the averages. In 2009, arrivals were 39,483 and departures were 39,808, below the averages. In 2010, arrivals were 39,627 and departures were 39,523, also below the averages.

In 2011, arrivals were 37,583 and departures were 37,097, below the averages. In 2012, arrivals were 66,144 and departures were 66,353, above the averages. In 2013, arrivals were 70,006 and departures were 69,669, also above the averages. In 2014, arrivals were 73,786 and departures were 72,457, above the averages. In 2015, arrivals were 73,140 and departures were 72,270, also above the averages. In 2016, arrivals were 63,702 and departures were 63,534, above the averages. In 2017, arrivals were 75,401 and departures were 75,206, also above the averages.

In 2018, arrivals were 89,044 and departures were 89,454, above the averages. In 2019, arrivals were 84,785 and departures were 84,300, also above the averages. In 2020, arrivals were 13,993 and departures were 14,994, below the averages. In 2021, arrivals were 34,045 and departures were 34,135, below the averages. In 2022, arrivals were 49,506 and departures were 49,064, almost at the averages. In 2023, arrivals were 67,677 and departures were 67,448, above the averages.

The analysis shows that most years before 2005 had arrivals and departures below the overall averages. After 2005, the numbers increased, and many years were above the averages. The years following COVID-19 show a recovery but with significant variability. The period of the economic crisis also had increased values compared to the periods before it. The years 2018 and 2019 stand out for the highest arrival and departure values, indicating strong tourism activity before the pandemic.

#### **5. Comparisons Before and After COVID-19: Comparison of Data Before (2019) and After the COVID-19 Pandemic (2020, 2021, 2022, 2023) to Assess the Impact on Passenger Traffic**

The comparison of the average number of arrivals and departures before and after the COVID-19 pandemic is as follows:

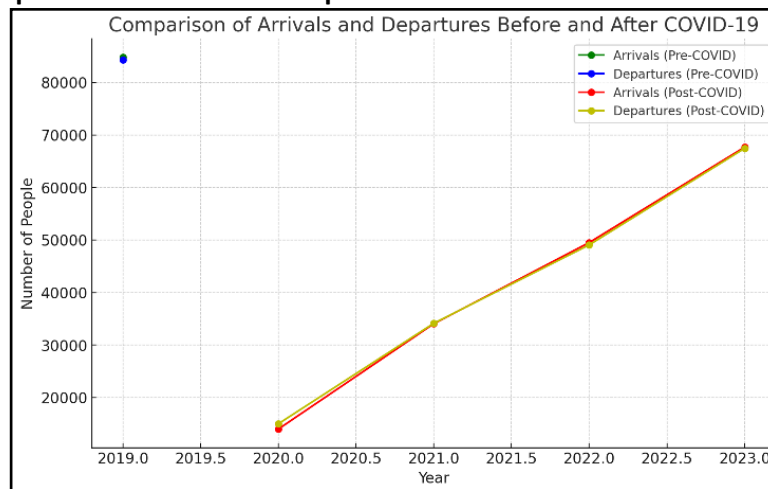
**Table 7: Comparisons Before and After COVID-19**

Period	Mean Arrivals	Mean Departures
Pre-COVID (2019)	84,785	84,300
Post-COVID (2020-2023)	41,305	41,410

- **Pre-COVID-19 (2019):** Average arrivals = 84,785, Average departures = 84,300
- **Post-COVID-19 (2020-2023):** Average arrivals = 41,305, Average departures = 41,410

This indicates a significant decline in both arrivals and departures following the COVID-19 pandemic era.

**Chart 5: comparison of arrivals and departures before and after the COVID-19 pandemic**



The above chart illustrates the comparison of arrivals and departures before and after the COVID-19 pandemic. The 2019 figures (pre-COVID-19) are compared with the data from 2020 to 2023 (post-COVID-19), revealing a significant decline in arrivals and departures due to the pandemic.

The reduction in passenger traffic at Araxos Airport, from 2019 to the 2020-2023 period, highlights the severe impact of the COVID-19 pandemic on the tourism sector. The data analysis confirms that the pandemic had a substantial effect on passenger traffic, resulting in a significant drop in both arrivals and departures.

This marked decrease in tourism activity underscores the need for systematic monitoring of passenger traffic trends and the development of strategies to enhance sector resilience. Specifically, there is a need for the design and implementation of policies focused on promoting the recovery of the tourism sector and restoring passenger traffic levels to those observed before the pandemic.

#### **6. Decade-Based Comparative Analysis: Analysis and Comparison of Performance by Decades (e.g., 1994-2003, 2004-2013, 2014-2023)**

The statistical analysis using the Kruskal-Wallis H Test indicates that there are statistically significant differences in arrivals and departures across decades. This suggests that trends in tourist traffic have varied considerably over the examined periods. From the table below, we conclude that there are statistically

significant differences in both arrivals and departures per decade (arrivals  $p=0.002<0.05$ , departures  $p=0.002<0.05$ ).

**Table 8: Analysis and Comparison of Performance by Decades (e.g., 1994-2003, 2004-2013, 2014-2023)**

Test Statistics <sup>a,b</sup>		
	Arrivals	Departures
Kruskal-Wallis H	12,612	12,521
df	2	2
Asymp. Sig.	0,002	0,002
a. Kruskal Wallis Test		
b. Grouping Variable: DECADES		

The average number of arrivals and departures for each decade is as follows: From 1994 to 2003, the average number of arrivals was 31,231, while the average number of departures was 31,277. During the period from 2004 to 2013, the average number of arrivals increased to 52,013, and the average number of departures was 51,955. In the decade from 2014 to 2023, the average number of arrivals further increased to 62,508, with the average number of departures reaching 62,286. These figures indicate a general increase in both arrivals and departures over the decades, with a notable rise from the first to the third decade. Specifically, from 1994 to 2003, the average numbers are relatively low and stable. From 2004 to 2013, there is a significant increase in arrivals and departures. From 2014 to 2023, there is further growth, with averages reaching their highest values, indicating impressive development before the pandemic.

Additionally, the standard deviations increase over time, particularly from 2014 to 2023. This suggests greater variability in arrivals and departures in the more recent decades, likely due to market fluctuations, external factors, or crises.

**Table 9: Statistical Description of Arrivals and Departures by Decade (1994-2023)**

Descriptive Statistics						
Decades		N	Minimum	Maximum	Mean	Std. Deviation
1994-2003	Arrivals	10	19627,00	41635,00	31230,5000	7607,77775
	Departures	10	19773,00	41813,00	31276,8000	7766,47102
	Valid N (listwise)	10				
2004-2013	Arrivals	10	37583,00	70006,00	52012,5000	12120,23098
	Departures	10	37097,00	69669,00	51955,1000	12592,87936
	Valid N (listwise)	10				
2014-2023	Arrivals	10	13993,00	89044,00	62507,9000	23494,51467
	Departures	10	14994,00	89454,00	62286,2000	23153,61602
	Valid N (listwise)	10				

## 6 Discussion - Conclusion

The findings of this study clearly show that Araxos Airport plays a significant role in the tourism development of Western Greece, with notable increases in traffic in most years prior to the COVID-19 pandemic. Despite the severe impacts of the pandemic, the post-COVID-19 recovery shows positive signs, reflecting the resilience of the tourism sector.

Data from 1994 to 2023 reveal considerable fluctuations in passenger arrivals and departures. Arrivals ranged from 13,993 to 89,044 annually, with an average of 48,583 and a standard deviation of 20,239. Departures ranged from 14,994 to 89,454, with an average of 48,506 and a standard deviation of 20,156. The overall trend shows fluctuations, with sharp declines in 2020 due to the pandemic and gradual recovery in subsequent years. Impact of Economic and Health Crises: The 2007-2009 economic crisis had minimal impact on passenger traffic, with statistical comparisons showing no significant differences ( $p > 0.05$ ). In contrast, the COVID-19 pandemic led to a significant decrease in arrivals and departures, as evidenced by statistically significant differences ( $p < 0.05$ ). The average number of arrivals dropped from 84,785 in 2019 to 41,305 during 2020-2023, while departures decreased from 84,300 to 41,410. Decadal Analysis: Comparative analysis across decades indicates a rise in tourism traffic from 2004 to 2013, peaking in 2018 and 2019, followed by a significant drop in 2020 and a gradual recovery from 2021 onwards. This highlights the need for strategic adjustments to navigate future challenges.

Analysis of data from 1994 to 2023 demonstrates that Araxos Airport has played a significant role in the tourism development of Western Greece. Long-term trends reveal a steady increase in passenger traffic, with notable peaks occurring prior to the COVID-19 pandemic. The economic crisis of 2007–2009 had only a limited impact on passenger numbers, whereas the COVID-19 pandemic caused a marked decline. Nevertheless, the rapid recovery in the years following the pandemic highlights the resilience of the regional tourism sector. Overall, these findings support the hypothesis that the operation and development of Araxos Airport enhance tourism dynamics, positively influencing both the economic and social development of Western Greece.

Implement strategies that focus on enhancing the resilience of the tourism sector against future crises. Leveraging positive recovery trends can bolster stability and growth in tourist traffic.

The longitudinal analysis of passenger traffic at Araxos State Airport from 1994 to 2023 reveals a general upward trend, with significant growth after 2005 and peak values in 2018–2019, reflecting the airport's increasing role as a gateway for international tourism and its contribution to regional socio-economic development. Comparative analysis by decade confirms statistically significant differences ( $p = 0.002$ ), whereas the Kruskal–Wallis test indicates that the 2007–2012 economic crisis did not produce significant changes in arrivals or departures, suggesting relative resilience of tourism flows to domestic economic conditions. In contrast, the COVID-19 pandemic exerted a statistically significant negative impact on passenger traffic ( $p = 0.037$ ), with sharp declines during the pandemic and only partial recovery thereafter, highlighting the vulnerability of regional tourism to global health crises. Overall, these findings address the research

questions and support the research hypothesis, demonstrating that passenger traffic fluctuations are closely linked to long-term tourism development in Western Greece and that external shocks, particularly the COVID-19 pandemic, substantially influence regional tourism dynamics, underscoring the strategic importance of regional airports in promoting tourism resilience and regional development.

Continuous monitoring of tourism trends and flexibility in development strategies are crucial for effectively addressing future challenges. Adapting to changes and seizing new opportunities will be essential for achieving sustainable growth. In conclusion, the study confirms the significant contribution of Araxos Airport to regional tourism development. Ongoing monitoring and strategic adjustments are necessary to capitalize on opportunities and effectively manage challenges.

The air transport liberalization in Europe has brought significant changes compared to the past, offering airlines almost complete freedom in terms of market access, including domestic flights, as well as capacity and pricing issues. The results of its implementation in the European space are primarily seen in the following areas: the creation of new connections/services, an increase in the number of routes, schedules, and available seats, the emergence of a significant number of new airlines, fluctuation in freight charges, and an increase in individual travelers. One of the most expected outcomes was the increase in competition, which was desirable as it led to a reduction in freight rates. Among the consequences, the "new" operational models have emerged to compete with national and network carriers, namely low-cost carriers (LCCs). Additionally, there has been a continuous shift from traditional scheduled airlines and charter companies to rapidly growing LCCs.

Air transportation is a lucrative source of the tourism industry and a fundamental component of the global economy to achieve economic prosperity. The contribution of airports has a positive impact on regional development, and air transport plays a significant role in tourism development by ensuring accessibility to remote areas and making them more attractive, thereby boosting the local economy through incoming tourism. Various sectors in the region, such as health, education, and others, also benefit. Airlines contribute to the planning and development of tourist destinations, and tourist destinations contribute to the creation of airports with multiple routes. Thus, flights increase, airports and their access infrastructure evolve, resulting in the growth of the tourism sector (Spasojevic et al., 2018).

Considering the above, it is easy to understand the importance of airports' contribution to regional development and the development of every area since they positively affect many economic components. In Greece, the country's economy relies on the tourism sector. The development of tourism is crucially linked to the development of air transport, as more than half (58%) of all international tourists traveled by air in 2018. Therefore, developments in the air transport sector have significant impacts on tourist mobility. Due to the country's geographical peculiarities, air transport plays a dominant role. An airport in a region makes it more attractive, enhancing the local community and economy through tourists. It also attracts investments that increase the gross domestic product (GDP) and create jobs.

The Region of Western Greece has not yet acquired the share it deserves regarding the tourism sector in our country. Tourism development in the region may be on the rise but does not keep pace with the rest of Greece, despite the infrastructure projects that have been completed (Rion-Antirion Bridge, new port, Ionian Road) or are in progress (Olympia Road, railway network). On the other hand, the only airport in the region that operates commercial flights is Araxos State Airport, which, according to consensus, contributes to the region's tourism development, but not to the extent it could.

The Covid-19 pandemic significantly impacted passenger transportation and mobility, both domestically and internationally. The measures taken by countries and at the EU level, as well as people's fear of traveling and risking their health, created an unprecedented situation, especially for airlines, whose financial figures deteriorated significantly. In some countries, the situation was worse than others, possibly due to the spread of the disease within their borders and the measures taken. The situation has not yet returned to pre-Covid levels, as the pandemic continues to affect people's daily lives, although the climate appears to be significantly improved in passenger traffic.

This study highlights important implications for research, practice, public policy, and society, based on empirical evidence from Araxos State Airport. For research, the findings provide a detailed dataset on long-term passenger trends, economic crises, and pandemic-related disruptions, offering a foundation for future comparative studies and the inclusion of additional variables such as seasonality and regional economic indicators, effectively linking theory with practice. From a practical perspective, the results emphasize the strategic role of the airport in supporting regional tourism and provide guidance for improving airport services, connectivity, and marketing strategies, while also underlining the need for resilience planning and adaptive responses to future crises. For public policy, the study offers evidence to inform strategies that strengthen tourism infrastructure, promote economic growth, and enhance resilience to external shocks, including measures to support airline operations and encourage sustainable tourism. Finally, the societal implications include enhanced mobility, employment, income generation, and quality of life, as insights into passenger flows help local communities anticipate and manage tourism-related opportunities and challenges, contributing to greater regional cohesion.

Additionally, expanding the connection of Araxos State Airport with the rest of Europe through the attraction of low-cost carriers (LCCs) could be the subject of further research and study to enhance travel flows to Northwestern Achaia and, more generally, shape the image of the Western Greece Region as a travel destination.

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