

Summary

The doctoral dissertation „Determinants of competitiveness of regional airport”

In the recent years there has been intensive development of the Polish civil aviation sector, in particular regional airports. Without a doubt the functioning of the Polish airports was significantly influenced by political transformation of 90s of the twentieth century, the Polish accession to the EU structure resulting from strong institutional and legal transformations and the changes in socio-economic conditions. The changes that have taken place over the past two decades are leading to undertaking the surveys concerning the development state and the activity of Polish regional airports. The issue of competitiveness is widely discussed in the literature, but there is a noticeable gap in the problems of regional airports competitiveness in Poland.

The doctoral dissertation "Determinants of competitive regional airport" is dedicated to the identification of key factors groups of competitive advantage of the regional airport. **The purpose of this study** was to enrich the airport competitiveness concept, setting the competitiveness determinants of regional airports in Poland and showing the versatility of relationships and the dependency between the research object (which is the regional airport) and the external conditions. To implement this objective of study the state of Polish regional airports was taken into account, the possibilities and limitations of their continued efficient operation in the market of air services were presented, especially in the segment of passenger services.

The basic **hypothesis of this study** is that there are a structured determinant groups of the regional airport development that shape their competitive position and are important sources of its development. The airport development is influenced by many factors. The processes taking place are multifaceted and overlapping. The study shows the role and importance of the development possibilities of Polish airports on the background of the current economic and political situation, and in terms of the development forecasts of this sector.

The verification of the hypothesis was based on an selected factors analysis of the regional airport competitiveness. Taking into account the created list of potential competitiveness factors of the regional airport operating on the Polish market, an attempt was made to analyze the econometric relationships between their collections, which constituted the basis for the competitive model useful in the regional airports management in Poland.

The dissertation consists of six main parts of a theoretical (chapters I and II), methodological (chapter III), exploratory (chapter IV and V) and empirical (chapter VI) character.

The study carries out the descriptive and explanatory function. Descriptive function is carried out in chapters I and II. The explanatory function in the following sections. The last chapter VI is the empirical part of the study,

which attempts to identify the competitiveness determinants of Polish regional airports. The data used in the analysis were of panel character. In the study 11 objects were taken into account, because during the analyzed period 11 Polish airports were operating actively in the air market. In this case, the objects were 11 airports ($n = 11$), whose characteristics were the subject to follow-up in four consecutive years from 2007 to 2010 ($T = 4$). The total sample size nT was thus 44 object periods. The dissertation presents an econometric model enabling the assessment of the influence importance of particular characteristics from the pre-defined group concerning the competitive position development of individual Polish regional airport and one of the primary variables was the participation of specific Polish airports in the passenger transport market in Poland.

The results of the econometric analysis show that the major contribution to the explaining the variation of number indicator of the passengers per 100 people living in the region measuring the Polish ports competitiveness seem to have individual time-invariant effects specific to individual airports. The influence of individual effects on the port competitiveness is the result of the specific factors invariant in time. Among these unmeasured factors can be identified: the historically well established position of ports - the dominant role of the central port and the ports in major cities and voivodeship agglomerations (among others Krakow - regional airport KRK, Katowice - regional airport KTW, Gdansk - regional airport GDN or in Wroclaw - regional airport WRO), the location and proximity of the airport relative to another airport – the distance between the analyzed port and the nearest airport which is a competitor (the impact of this element became apparent especially in the case of the airport in Lodz, for which a strong negative character of the individual effect was observed; regional airport LCJ seems to be loosing on the aviation market with the central port of Warsaw-Okęcie - EN WAW which is relatively close located). The econometric analysis also showed that among the examined characteristics changing over time, the most critical factors that determine the competitiveness degree of individual Polish airports from the micro-environment perspective (characterized by relationships of the ports with airlines) were: the number of routes served by the port operations and the share of low-cost carriers in general operation carried out at the port.

The issue of competitiveness of Polish regional airports is an interesting research area because of the rapidly changing situation in the widely understood aviation market. This study aimed to enrich the competitiveness concept of the airport and the group of the competitiveness determinants of Polish regional airport. It is hoped that this work will be a useful step on the way to identify the factors determining the level of competitiveness of Polish airports in terms of cross-cutting-time.