



Volume 130

2026

p-ISSN: 0209-3324

e-ISSN: 2450-1549

DOI: <https://doi.org/10.20858/sjsutst.2026.130.11>



Journal homepage: <http://sjsutst.polsl.pl>

Article citation information:

Olawuyi, O.S., Yusuf, T.G., Abdullateef, R.O. Airport infrastructure and the livelihood of the host community. *Scientific Journal of Silesian University of Technology. Series Transport*. 2026, 130, 179-194. ISSN: 0209-3324. DOI: <https://doi.org/10.20858/sjsutst.2026.130.11>

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**AIRPORT INFRASTRUCTURE AND THE LIVELIHOOD OF
THE HOST COMMUNITY**

Summary. Airports are destinations where aircraft operate, and facilities such as runways, control towers, terminals, and hangars directly serve aircraft, passengers, and cargo. Airports are essential for moving human beings, goods, and services from one local or international destination to another. They are usually the main entry points for foreigners (expatriates or tourists) into a country. Hence, they have the capacity to drive economic growth, provide employment, and boost trade and tourism. This study aimed to examine the impact of airport infrastructure on the livelihoods of community members in Alakia, Ibadan. A descriptive research design was used for this study, and data were collected from respondents using a questionnaire. The sample size for this study was 384 respondents, as determined using Cochran's formula for the sample size determination. Collected data were analyzed using the statistical package for the social sciences (SPSS). This study revealed that the local Airport in Alakia is generally well perceived by community members. The fact that the Airport has enhanced income-generating opportunities for the community members implies that the community members will have increased savings and investments, which ultimately can reduce poverty in

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the community. The Airport has yielded significant infrastructural development in the community; for instance, roads are being constructed and renovated, making it easy for more vehicles to access the community.

Keywords: airport, social capital, financial capital, physical capital, livelihood

1. INTRODUCTION

Transportation is essential for moving human beings, goods, and services from one location to another. Air transportation of different aircraft types is necessary for local, regional, and international connectivity. Air transport is a critical sector that allows individuals and goods to be transported because its speed gives it an advantage over other transport modes (Adisasmita & Caroles, 2021; Firmansyah et al., 2025). Airports are created for aircraft to land, taxi, and take off. It is worth noting that the military initially deployed and used aircraft. Based on the fact that it was faster than other vehicles and as such it could ensure that human beings, goods and services got to their desired destinations in real time, hence, it became sought after and engaged by civilians. Augustyniak (2010) asserted that from the onset, airports were essentially a component of national and military air systems. However, after World War II, they gradually became a component under state authorities and subsequently got enlarged for the use of civilians. It is notable that, in addition to the fact that it offers speed and timely arrival or delivery, it also provides comfort. Adamík and Kazda (2022) noted that the first flight of the Wright brothers in 1903 made air transport known, and it established the concept of engaging aircraft for comfortable as well as fast travel. It has thus grown significantly and become one of the most profitable industries. Boc et al. (2023) noted that the aviation industry remains one of the fastest-growing and most profitable sectors on the global scene.

Mustaman et al. (2020) noted that one of the significant advantages of air transportation is its high speed compared to other transport vehicles. The fact that air transport and airports facilitate the delivery of services between one region/nation and another implies that it has significantly contributed to the growth and development of different business endeavors. Sanusi & Ezra (2020) opined that airports have become very important for various businesses and industries, as they provide pertinent connections with respect to air transport services to different organizations. It is of established importance to all other sectors/industries, including tourism and hospitality. Nguyen et al. (2022) asserted that the tourism and hospitality industry is inextricably connected to the air transport services. Without air transport routes between different islands and other areas, it would have been impossible to access a lot of islands for tourism (Lohmann & Nguyen, 2011). International airports are entry points for expatriates, foreign goods and services, and tourists; hence, airports are essential for connecting a country with the individuals and products of other countries. Mustaman et al. (2020) noted that airports are points of entry for international and local investors as well as tourists that will drive the economic trajectory of a region. In simple terms, airports are germane for the development of the economy of a country or region because they facilitate the arrival of business investors from different areas. With respect to shaping the economic trajectory of a community, airports have been significantly useful (Firmansyah et al., 2025). It is pertinent to note that previous studies didn't focus on airport infrastructure and the livelihood of the host community in Alakia, Ibadan, Nigeria, which this study sought to examine. The objectives examined for this study were: examine community members' perception of airport infrastructure; financial capital of well-being; physical capital of well-being; and social capital of well-being.

2. LITERATURE REVIEW

2.1. People's perception of airport infrastructure

An airport's infrastructure consists of the facilities that constitute the make-up of a typical airport. Augustyniak (2010) noted that the essential constituents of airport infrastructures are runways, taxiways, aprons, passengers, and cargo terminals. Tsutskarev & Pegin (2021) opined that the enhancement of aircraft ground handling infrastructure has resulted in expanding parking spaces in aircraft sheds, repairs, maintenance of different types of aircraft, external and internal aircraft cleaning, and so on. These infrastructures facilitate the take-off and landing of aircraft. Communities located close to airports have their perception of the airports and their infrastructure. These perceptions can either be negative or positive. Generally, airports facilitate the employment of people living very close to airports. Relógio & Tavares (2024) noted that the airline industry on the global scene spins an impressive number of financial engagements capable of influencing employment and economic development. Fu et al. (2021) opined that the aviation sector positively impacts its immediate metropolitan and regional economy by enhancing population growth and employment opportunities. Firmansyah et al. (2025) opined that the direct socio-economic impacts of an airport include the creation of employment, which could have direct or indirect influence on goods and services, financial transactions, and the development of infrastructures. Airports naturally attract construction activities and development of areas/communities where they are sited, thereby fostering infrastructural development in the community. In the same vein, airports attract different businesses and organizations to a location, so that the businesses/organizations can meet the demands of travellers using airports. Therefore, airports easily facilitate the development of communities where they are domiciled and the communities close to them. Tang et al. (2021) asserted that airports are connected to regional development in contemporary times, mainly premised on the fact that an enhancement of the link between airport infrastructure and the region facilitates the coordination of the growth of such areas. Based on the multiplier effects that they have, airports have the capacity to contribute significantly to the dynamic economic development of cities as well as regions, mainly because they are an integral component of public transport with respect to their direct link with local transport, railways, and highways (Augustyniak, 2010).

Regarding the negative impact of airports, the noise of aircraft when they take off has been an issue that people living close to airports complain about. Part of the significant adverse impacts of airports is the noise of aircraft, which has been a primary source of noise pollution in the communities close to the Airport and has thus affected different human engagements, such as education, residencies, medical engagements, amongst others negatively (Raimi & Ihuoma, 2019). The adverse impact of the aviation sector on society is numerous. It includes noise pollution of aircraft during the take-off and landing process, as well as waste creation and energy consumption (Chourasia et al., 2021). Nguyen et al. (2022) noted that there have been criticisms of airport infrastructures, precisely, concerning their influence on social and biophysical environments.

2.2. Livelihood of host communities

Pour et al. (2018) asserted that different scholars have described livelihood as a concept; hence, different templates have been established by various international institutions, including the Food and Agriculture Organization (FAO), United Nations Development Program (UNDP), and Department for International Development (DFID), to expand its definition, indices and

boundaries. Ijeomah (2012) noted that the concept of livelihood implies the capacities, assets (including social and material assets), and engagements necessary for living. Livelihood comprises individuals, their capacities, as well as means of gaining a living, including meals, incomes, and their assets (Roche 2007; Daukere et al., 2025). Livelihood, simply in a literal context, implies the ways, capacities, and activities needed for securing the necessary things of life, for instance, ways of survival (Lekshmi 2024; Chambers & Conway, 1992). Livelihood is composed of assets or capital, defining and describing human survival. Capitals are essentially the significant livelihood indices that make up a balanced and strong human well-being (Tawsif et al., 2024). Zhao et al. (2025) opined that, on the contrary, livelihood assets provide financial stability and a feeling of security, thereby fostering relocated family members to maintain a stable livelihood in their new environment. Economic stability is a requirement for social cohesion, and it helps reduce social exclusion and marginalization due to financial hardship (Mallick et al., 2020). Zhao & Lan (2023) asserted that livelihood assets are closely associated with poverty because they could help determine the capacity of family members to increase their income levels.

Hence, livelihood assets are necessary for the sustenance of people living in an area/community/region. Lekshmi (2024) opined that livelihood assets are essentially the platforms on which households build their lives; hence, they are necessary to reduce stress and shocks. These assets could be tangible or intangible; however, each has different means of making human lives better and richer. Baumann & Sinha (2001) asserted that the five livelihood assets usually make up the building blocks of livelihood and can be connected to a reasonable extent. Zhao et al. (2025) opined that livelihood assets could be referred to as different resources that farm owners possess to reduce external risks, ensure survival, and improve and develop the standard of living. Livelihood assets could be in material or immaterial forms, and the assets can be classified into six (6) types, namely: 1) Natural assets, for instance. Lands, mangroves, reef habitats, and so on. 2) Social assets, such as social networks and trading networks. 3) Political assets, for instance, connectivity with those holding political power. 4) Financial assets: savings, loans, credits, cattle, and so on. 5) Human assets, such as skill sets, knowledge, education, medical status, and so on (Roche, 2007; Pradhan et al., 2020). Human, social, physical, financial, and natural assets are parameters used in measuring livelihood assets that can influence household choices of different livelihood strategies (Pour et al., 2018). Tawsif et al. (2024) state that human capital includes leadership potential, capacity to work under adverse conditions, medical status, skill set, knowledge, and experiences. Noted that financial assets are the assets that individuals engage in to accomplish their set targets. Human capital can be made stronger through the involvement of the best individuals with the requisite skillsets to develop an organization's performance (Santos, 2023). Usman & Wirawan (2021) asserted that physical assets include essential producers' goods and infrastructures necessary to sustain livelihoods that also require supervision to improve financial conditions. Sharma et al. (2020) opined that natural capital is made up of indivisible capitals engaged directly for producing intangible general goods, such as the environment and biodiversity, for instance, land, trees, ponds, irrigation systems, and so on. Meanwhile, the indicators of social capital are network connections, membership of professional groups, associations, and beliefs, amongst others (Craig et al., 2022).

2.3. Theory of Sustainable Livelihood Framework

Ashagrie (2021) asserted that sustainable livelihoods approaches (SLAs) were developed in the 1980s by different development agencies as well as corporations, which have gained

acceptance and engagement, specifically since the 1990s, by a lot of scholars, because it is a framework that addresses developmental and poverty issues. The sustainable livelihood approach is a template engaged by researchers for the description of the context of livelihoods of community members, although social assets are essentially the primary assets of cultured communities (Gibbens & Cilliers, 2022; Li & Xi, 2019). The sustainable livelihood framework is structured based on the constituents of capitals (also called assets by some scholars), which are needed for supporting decent and sustainable living conditions for human beings (Jackson, 2021). The framework is established to reinforce the narratives that underscore good living conditions, primarily through reduced poverty, infrastructural development, and social connectivity, irrespective of associated vulnerabilities. The sustainable livelihood framework provides people with the major variables capable of affecting their livelihoods and interconnections amongst them (Ashagrie, 2021). Jackson (2021) asserted that the sustainable livelihood framework established by corporations such as the Department for International Development (DFID) has shown comprehensive engagement of capital/asset acquisition modalities that could support decent living conditions for human beings in their environments. Notably, some level of vulnerabilities that can hinder the engagement of livelihood frameworks must be considered. Issues of vulnerability are evident in the sustainable livelihood framework. They are inclusive of shocks (unplanned disasters, wars, financial trauma, health challenges), trends (population, resources, economy), as well as seasonality (periodic price fluctuations, production, medicals, and job offers) (Jackson, 2021; Ashagrie, 2021). Therefore, it is pertinent for community members to exhibit resilience. In relation to the authentic state of life, resilience is conceptualized as a major constituent of the sustainable livelihood, determining coping capacities for external tensions and shocks (Thulstrup, 2015). This framework was established for its practical implications, although it has now been very well engaged for academic purposes. Morse (2025) noted that the sustainable livelihood approach was essentially created for guiding development interventions; however, it has also been involved in guiding research. With respect to the engagement of the sustainable livelihood framework, it has helped in the planning and evaluation of interventions for the improvement of the sustainable livelihood of communities, and it has also been engaged in research for the provision of theoretical backgrounds, or as a practical framework, to aid in planning for data collection and analysis (Hogh-Jensen et al., 2009).

3. METHODOLOGY

3.1. Description of study area

Ibadan Airport is essentially a domestic airport and it is located in Alakia, Ibadan, Oyo State. Federal Airports Authority of Nigeria (FAAN) (2025) noted that Ibadan Airport was commissioned in June, 1982 by the former Senate President, Joseph Wayas. The Airport has a single runway and a small terminal building, providing basic facilities for passengers and cargo operations. Alakia is a community in the Egbeda Local Government Area of Oyo State, Nigeria. Alakia is approximately 15 kilometers southwest of Ibadan city center, the capital of Oyo State.

3.2. Research Design

Research design is a plan for collecting, analyzing, and interpreting data to answer a research question. It's a strategy that integrates the different parts of a study to ensure that the research

problem is thoroughly investigated. This study adopted a descriptive research design to provide pertinent results vis-à-vis airport infrastructure and the livelihood of community members in Alakia, Ibadan. Slater & Hasson (2025) asserted that the target of descriptive research design is anchored around providing insights into the characteristics or phenomenon of the population being studied without establishing a causal relationship. Descriptive research design deals with the detailed provision of the content and structure of research objectives, especially with respect to the aim of such research (Furidha, 2023). Descriptive design explored the characteristics of a population; identified problems that exist within a unit, an organization, or a population, or explored variations in characteristics or practices between institutions or even countries.

3.3. Sample Size and Sampling Technique

The sample size for this study is respondents, as determined using Cochran's formula for the sample size determination ($N = z^2pq/e^2$) is 384 respondents. The convenience technique was used to select participants, ensuring fair participation by giving each member of the population an equal chance of being chosen. Golzar et al. (2022) opined that in convenience sampling, researchers engage readily available and easy-to-access samples. Ahmed (2024) noted that convenience sampling involves engaging the most accessible population for data collection.

3.4. Research Instrument

The research instrument adopted in this research was a questionnaire. It was divided into five sections. Section A was based on the respondents' personal data, which included demographic information. Section B examined community members' perception of airport infrastructure. Section C examined the financial capital of livelihood at Alakia Airport. Section D examined the physical capital of livelihood at Alakia Airport, while Section E examined the social capital of livelihood at Alakia Airport. Section A was categorized as standard data, and sections B, C, D, and E were classified as ordinal data, ranked on a four-point Likert scale of strongly agree, agree, disagree, and strongly disagree.

4. RESULTS

Figure 1 shows 39% of the respondents are male and 61% are female.

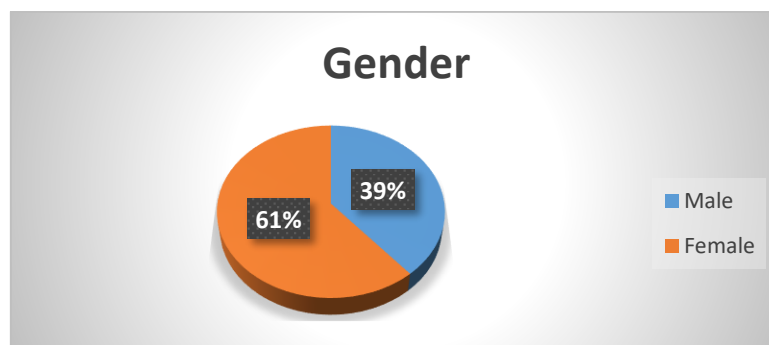


Fig. 1. Gender of the respondents
Source: Author's Field Survey (2025)

Figure 2 shows that 44.8% of the respondents have lived in the study area for 1-15 years, 45.3% have lived in the study area for 16-30 years, and 9.9% of the respondents have lived in the study area for 30 years and above.

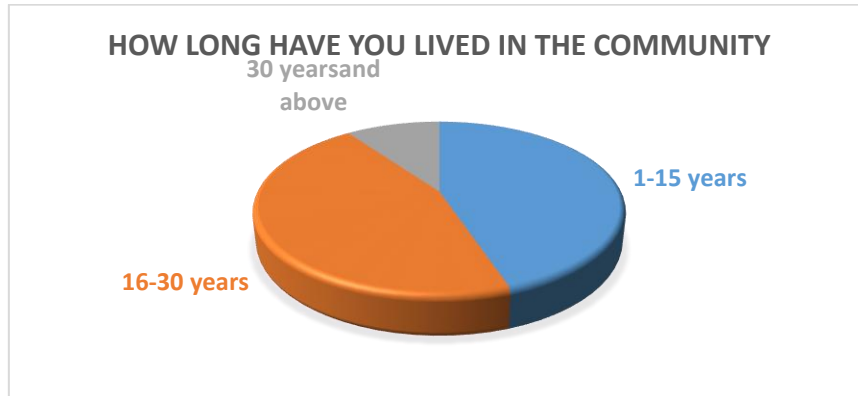


Fig. 2. How long have you lived in the community
Source: Author’s Field Survey (2025)

Table 1 shows that 33.3% of the respondents strongly agreed and 56% agreed that the airport infrastructure at Alakia airport is well-maintained. 60.2% strongly agreed, and 25.5% agreed that the airport infrastructure has improved over the past 5 years. 52.9% strongly agreed, and 19% agreed that the airport infrastructure meets the community's needs. 62.8% strongly agreed, and 25.5% agreed that the airport infrastructure provides adequate safety and security measures. 38.3% strongly agreed, and 35.9% agreed that the airport infrastructure has increased access to economic opportunities for the community. The indicator for determining community members' perception of airport infrastructure (8.75 ± 4.37) was rated based on their mean and standard deviation. The airport infrastructure at the Airport is well-maintained (1.81 ± 0.71), the airport infrastructure has improved over the past 5 years (1.60 ± 0.87), the airport infrastructure meets the needs of the community (1.89 ± 1.10), the airport infrastructure provides adequate safety and security measures (1.54 ± 0.83), the airport infrastructure has increased access to economic opportunities for the community (1.91 ± 0.86).

Tab. 1

Community members' perception of airport infrastructure

| Statement | SA | A | D | SD | Mean ± SD |
|---|------------|-----------|-----------|-----------|-------------|
| The airport infrastructure at the Airport is well-maintained | 128(33.3%) | 215(56%) | 28(7.3%) | 13(3.4%) | 1.81 ± 0.71 |
| The airport infrastructure has improved over the past 5 years | 231(60.2%) | 98(25.5%) | 32(8.3%) | 23(6.0%) | 1.60 ± 0.87 |
| The airport infrastructure meets the needs of the community | 203(52.9%) | 73(19%) | 56(14.6%) | 52(13.5%) | 1.89 ± 1.10 |

| | | | | | |
|---|------------|------------|-----------|----------|-------------|
| The airport infrastructure provides adequate safety and security measures | 241(62.8%) | 98(25.5%) | 26(6.8%) | 19(4.9%) | 1.54 ± 0.83 |
| The airport infrastructure has increased access to economic opportunities for the community | 147(38.3%) | 138(35.9%) | 86(22.4%) | 13(3.4%) | 1.91 ± 0.86 |

Source: Author's Field Survey (2025)

The study shows that 36.7% of the respondents strongly agreed, and 43% agreed that Alakia Airport's presence has increased the community's financial opportunities. 41.14% strongly agreed, and 43% agreed that the Airport has increased savings and investments among community members. 12.5% of the respondents strongly agreed, and 34.4% agreed that the Airport provides access to financial services such as loans and credit. 12.5% strongly agreed, and 34.4% agreed that the Airport offers access to financial services such as loans and credit. 46.6% of the respondents strongly agreed, and 35.7% agreed that the Airport has increased income-generating opportunities for the community. 51% of the respondents strongly agreed, and 31% agreed that the Airport has reduced poverty levels in the community. The indicators for the financial capital of livelihood (9.83 ± 4.49) were rated critically based on their mean and standard deviation. The presence of Alakia Airport has increased economic opportunities for the community (1.93 ± 0.92), The Airport has led to an increase in savings and investments among community members (1.84 ± 0.91), The Airport provides access to financial services such as loans and credit (2.55 ± 0.89), The Airport has increased income-generating opportunities for the community (1.79 ± 0.90), The Airport has reduced poverty levels in the community (1.72 ± 0.87).

Tab. 2

Financial capital of livelihood

| Statement | SA | A | D | SD | Mean ± SD |
|--|------------|------------|------------|-----------|-------------|
| The presence of Alakia Airport has increased financial opportunities for the community | 141(36.7%) | 160(41.7%) | 50(13%) | 33(8.6%) | 1.93 ± 0.92 |
| The Airport has led to an increase in savings and investments among community members | 159(41.4%) | 165(43%) | 24(6.3%) | 36(9.4%) | 1.84 ± 0.91 |
| The Airport provides access to financial services such as loans and credit | 48(12.5%) | 132(34.4%) | 148(38.5%) | 56(14.6%) | 2.55 ± 0.89 |
| The Airport has increased income-generating opportunities for the community | 179(46.6%) | 137(35.7%) | 40(10.4%) | 28(7.3%) | 1.79 ± 0.90 |

| | | | | | |
|---|----------|----------|---------|----------|-------------|
| The Airport has reduced poverty levels in the community | 196(51%) | 119(31%) | 50(13%) | 19(4.9%) | 1.72 ± 0.87 |
|---|----------|----------|---------|----------|-------------|

Source: Author’s Field Survey (2025)

The study shows that 53.7% of the respondents strongly agreed, and 29.3% agreed that the airport infrastructure has improved the condition of roads and transportation in the area. 36.5% of respondents strongly agreed, and 19.3% agreed that the Airport has increased access to equipment and machinery for businesses and farmers. 53.9% of respondents strongly agreed, and 42.4% said that the Airport has increased the number of vehicles and transportation options in the area. 4.7% strongly agreed and 6.5% of respondents agreed that the Airport has improved access to irrigation systems and agricultural equipment for farmers. 50.3% strongly agreed and 42.7% agreed that the Airport has increased the value of properties and land in the area. The indicators for physical capital of livelihood (10.13 ± 3.85) were rated critically based on their mean and standard deviation. The airport infrastructure has improved the condition of roads and transportation in the area (1.63 ± 0.79), The Airport has increased access to equipment and machinery for businesses and farmers (2.16 ± 1.02), The Airport has led to an increase in the number of vehicles and transportation options in the area (1.50 ± 0.58), The Airport has improved access to irrigation systems and agricultural equipment for farmers (3.25 ± 0.78), The Airport has increased the value of properties and land in the area (1.59 ± 0.68).

Tab. 3

Physical capital of livelihood

| Statement | SA | A | D | SD | Mean ± SD |
|--|------------|------------|------------|------------|-------------|
| The airport infrastructure has improved the area's roads and transportation conditions. | 209(53.7%) | 114(29.3%) | 54(13.9%) | 7(1.8%) | 1.63 ± 0.79 |
| The Airport has increased business access to equipment and machinery. | 140(36.5%) | 74(19.3%) | 138(35.9%) | 32(8.3%) | 2.16 ± 1.02 |
| The Airport has led to an increase in the number of vehicles and transportation options in the area. | 207(53.9%) | 163(42.4%) | 13(3.4%) | 1(0.3%) | 1.50 ± 0.58 |
| The Airport has improved access to irrigation systems. | 18(4.7%) | 25(6.5%) | 183(47.7%) | 158(41.1%) | 3.25 ± 0.78 |
| The Airport has increased the value of properties and land in the area | 193(50.3%) | 164(42.7%) | 19(4.9%) | 8(2.1%) | 1.59 ± 0.68 |

Source: Author’s Field Survey (2025)

The analysis revealed that 34.1% of the respondents strongly agreed, and 19.1% agreed that the Airport has strengthened residents' social relationships and community bonds. 24.7% strongly agreed and 28.1% agreed that the Airport has increased community participation in decision-making. 40.6% of the respondents strongly agreed and 36.9% agreed that the Airport has improved access to social services and amenities for the community. 50.3% of the respondents strongly agreed and 45.1% agreed that the Airport has increased the sense of community pride and identity among residents. 53.1% of the respondents strongly agreed, and 41.4% agreed that the Airport has fostered partnerships and collaboration among community groups and organizations. The indicators for social capital of livelihood (9.69 ± 4.42) were critically based on their mean and standard deviation. The Airport has strengthened social relationships and community bonds among residents (2.27 ± 1.08), The Airport has increased community participation in decision-making processes (2.40 ± 1.04), The Airport has improved access to social services and amenities for the community (1.90 ± 0.96), The Airport has increased the sense of community pride and identity among residents (1.56 ± 0.64), The Airport has fostered partnerships and collaborations among community groups and organizations (1.56 ± 0.70).

Tab. 4

Social capital of livelihood

| Statement | SA | A | D | SD | Mean \pm SD |
|---|------------|------------|------------|-----------|------------------|
| The Airport has strengthened social relationships and community bonds among residents. | 131(34.1%) | 73(19%) | 125(32.6%) | 55(14.3%) | 2.27 ± 1.08 |
| The Airport has increased community participation in the decision-making process. | 95(24.7%) | 108(28.1%) | 112(29.2%) | 69(18%) | 2.40 ± 1.04 |
| The Airport has improved access to social services and amenities for the community. | 158(40.6%) | 143(36.8%) | 45(11.6%) | 38(9.9%) | 1.90 ± 0.96 |
| The Airport has increased the sense of community pride and identity among residents. | 193(50.3%) | 173(45.1%) | 12(3.1%) | 6(1.6%) | 1.56 ± 0.64 |
| The Airport has fostered partnerships and collaboration among community groups and organizations. | 204(53.1%) | 159(41.4%) | 8(2.1%) | 13(3.4%) | 1.56 ± 0.70 |

Source: Author's Field Survey (2025)

5. DISCUSSION

It is pertinent to record the community members' perception of the airport infrastructure close to their community. Due to such infrastructure development's wide-ranging social, economic, and environmental impacts, intense debates may ensue as community members and other stakeholders present their stances (London et al., 2021). A large percentage of the people who volunteered to fill out the research instrument were females (61%). Notably, the respondents have lived in the community for a long time; therefore, they have good knowledge of events in the community. There is a general perception by 89.3% of the respondents that the airport infrastructure at Alakia airport is well-maintained. Most respondents (85.7%) noted that the airport infrastructure has improved over the past 5 years. An impressive percentage of the respondents (71.9%) asserted that airport infrastructure meets the community's needs. Almost all respondents (88.3%) noted that the airport infrastructure provides adequate safety and security measures. The majority (74.2%) opined that the airport infrastructure has increased access to economic opportunities for the community. These perceptions are essential to deduce the negative and positive impacts of the Airport, mainly because it is sited in an urban area. When considering the sustainability of a city, it is vital to engage the connection between airport master plans and urbanization plans (Galeote & Mestanza, 2020).

A good number of the respondents (79.9%) asserted that the presence of Alakia Airport has increased financial opportunities for the community. Most of the respondents (84.4%) noted that the Airport has increased savings and investments among community members. About half of the respondents (46.9%) noted that the Airport provides access to financial services such as loans and credit. Almost all respondents (82.3%) noted that the Airport has increased income-generating opportunities for the community. Similarly, 82% of the respondents asserted that the Airport has reduced poverty levels in the community. It can be generally stated that the Airport has enhanced the financial livelihood of the community. Mustaman et al. (2020) opined that airports play significant roles in strengthening financial development. Monterrubio et al. (2020) noted that airports create essential functions with respect to the development of economies of regions, especially in connection to tourism. However, it is notable that airports are not financial institutions; hence, they cannot offer financial services such as loans. The fact that the Airport has created employment and ensured wealth distribution implies that it has significantly contributed to poverty reduction in the community. Tangibly, the breakdown of sustainable livelihood and effective sustainable tourism reflects the impact of government policies, multilateral initiatives, as well as strategies of non-governmental organizations, which all significantly empower low-income family members and reduce poverty in the community (Kiconco et al., 2025; Ijeomah, 2012).

A good number of the respondents (83%) opined that the airport infrastructure has improved the condition of roads and transportation in the area. A little above half (55.8%) of the respondents asserted that the Airport has increased access to equipment and machinery for businesses. Almost all of the respondents (96.3%) asserted that the Airport has increased the number of vehicles and transportation options in the area. A very small percentage (11.2%) of the respondents opined that the Airport has improved access to irrigation systems. On the contrary, almost all respondents (93%) noted that the Airport has increased the value of properties and land in the area. The Airport has facilitated infrastructural development in the community. The Airport has essentially resulted in increased and improved community infrastructural development.

Notably, social capital could be described as the resources available to persons and groups in a community via social network membership (Álvarez & Romani, 2017). About half of the respondents (53.2%) noted that the Airport has strengthened social relationships and community bonds among residents. Half of the respondents (52.8%) opined that the Airport has increased community participation in decision-making. A very high percentage (77.5%) of the respondents noted that the Airport has improved community access to social services and amenities. Almost all respondents (95.4%) asserted that the Airport has increased the sense of community pride and identity among residents. Similarly, nearly all respondents (94.5%) opined that the Airport has fostered partnerships and collaboration among community groups and organisations. There is no gainsaying that the Airport is a beacon of hope and a point of reference for pride for community members. It has thus fostered enhanced social relationships and harmony among household members and the community. For some people, the social capital of livelihood is the most important because it can easily help connect with other forms of capital or convert different forms of capital for productive use. Poor people can leverage social assets such as relatives or kin-based security dynamics, especially when financial assets are in short supply, or convert natural assets into financial assets (Baumann & Sinha 2001; Pour et al., 2018).

Notably, the local Airport at Alakia has positively impacted the physical, financial, and social components of livelihood amongst the community members. It could be inferred from the respondents' positions that the Airport has established an interchangeable beneficial connection between the three elements of livelihood examined for this study. This is corroborated by the assertion of Baumann & Sinha (2001) that the have-nots could depend on social capital (an example is their family members or kin-connected security circles), specifically when there is a short supply of financial capital, or perhaps convert physical capital into economic capital.

The Airport has generally resulted in the development of Alakia community and has also improved the lives of the community members. Augustyniak (2010) noted that, apart from the fact that airports are connecting points between travelers and air service transport providers, they have also been responsible for developing the regions from which they operate. Since livelihood capitals are premised on assuring community members quality lives, Alakia Airport has afforded community members quality lives. Mustaman et al. (2020) opined that airports are parts of infrastructures capable of enhancing the welfare of human beings and their quality of life. Notably, as the engaged theory for this study, the sustainable livelihood framework has confirmed that the Alakia community's economy has been enhanced because of the employment that the Airport has created, obvious infrastructural development, and social cohesion. In light of this study, the theory de-emphasized the vulnerability components and emphasized its capital components.

6. CONCLUSION AND PRACTICAL IMPLICATIONS

The local airport in Alakia is generally well-received by community members. This is undoubtedly because the Airport has contributed immensely to the development of the community. The fact that the Airport has enhanced income-generating opportunities for the community members implies that the community members will have increased savings and investments, which ultimately can reduce poverty in the community. The Airport has yielded significant infrastructural development in the community; for instance, roads are being constructed and renovated, making it easy for more vehicles to access the community.

The infrastructural development has enhanced access to social services and amenities. Undoubtedly, the community members have improved their pride based on their sense of belonging and enhanced collaboration and partnerships among community members, groups, and organizations.

Practically, it is imperative for airport authorities and planners to maintain and improve strong partnerships with host communities, especially with respect to the facilitation of road rehabilitation/construction, and healthcare aids. Airport authorities have to strengthen social relationships and establish an improved bond with the host community. Policymakers should highlight the establishment and expansion of airport facilities in a bid to catalyze the social and economic development of host community. Community members should further empower themselves through relevant training that will fortify them with the skills to render relevant services to travelers at the airport. This will further enhance their income generation and improve their welfare.

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Received 26.10.2025; accepted in revised form 14.02.2026



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