

Phd Program in Transportation

Transport Demand Modeling

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Session 5

Cluster Analysis

What is cluster analysis?

- Cluster analysis is a **exploratory technique of multivariate analysis**
- It allows **to group observations in homogeneous or compact groups** relative to one or more common characteristics
- **Each observation belonging to one cluster is similar to the other ones** belonging to it and different from all the other ones belonging to other clusters
- Basically it does **pattern recognition and grouping**
- The clusters should exhibit **high internal homogeneity** and **high external heterogeneity**
- It differs from factor analysis in that **cluster analysis groups objects** whereas **factor analysis mainly groups variables**

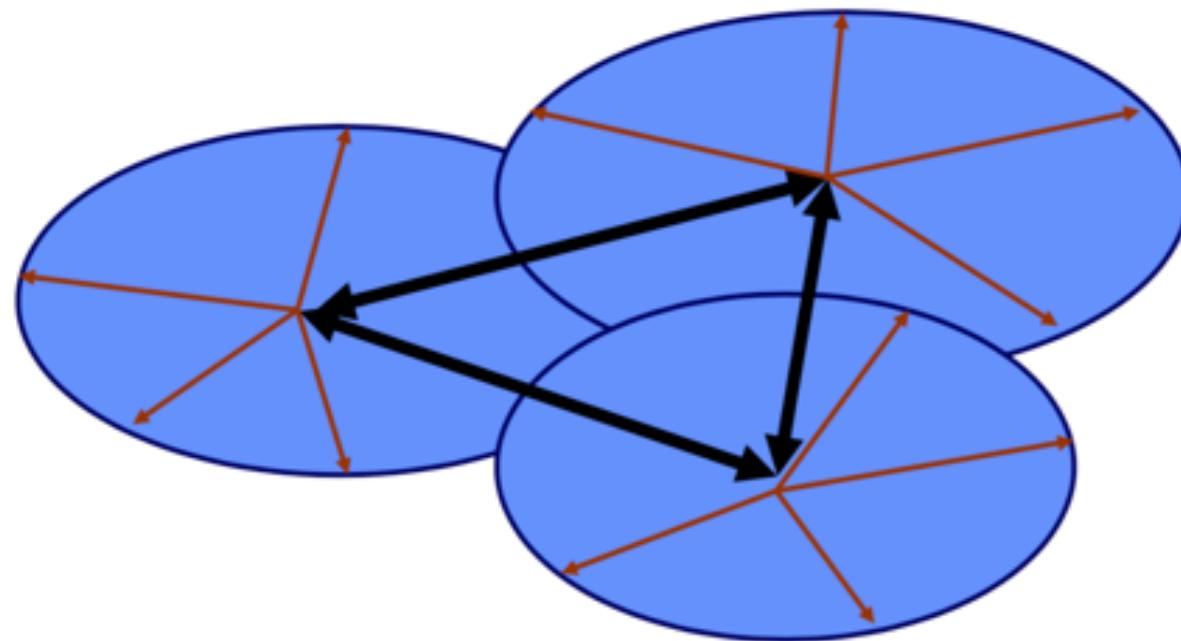
Objectives in Cluster Analysis



Between-Cluster Variation = Maximize

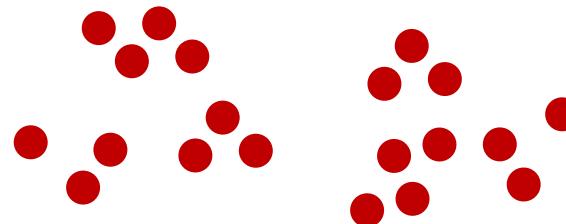


Within-Cluster Variation = Minimize

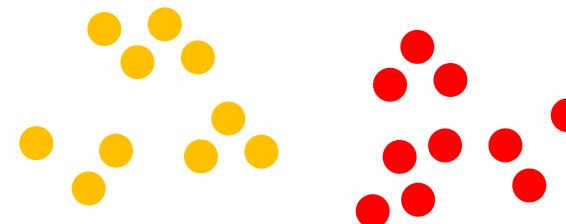


Source: Hair et al (2010)

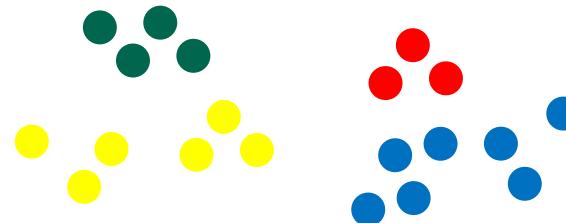
Different ways of clustering the same set of points



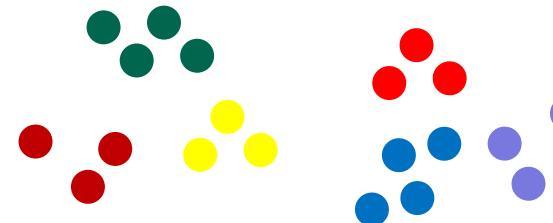
Original points



2 Clusters

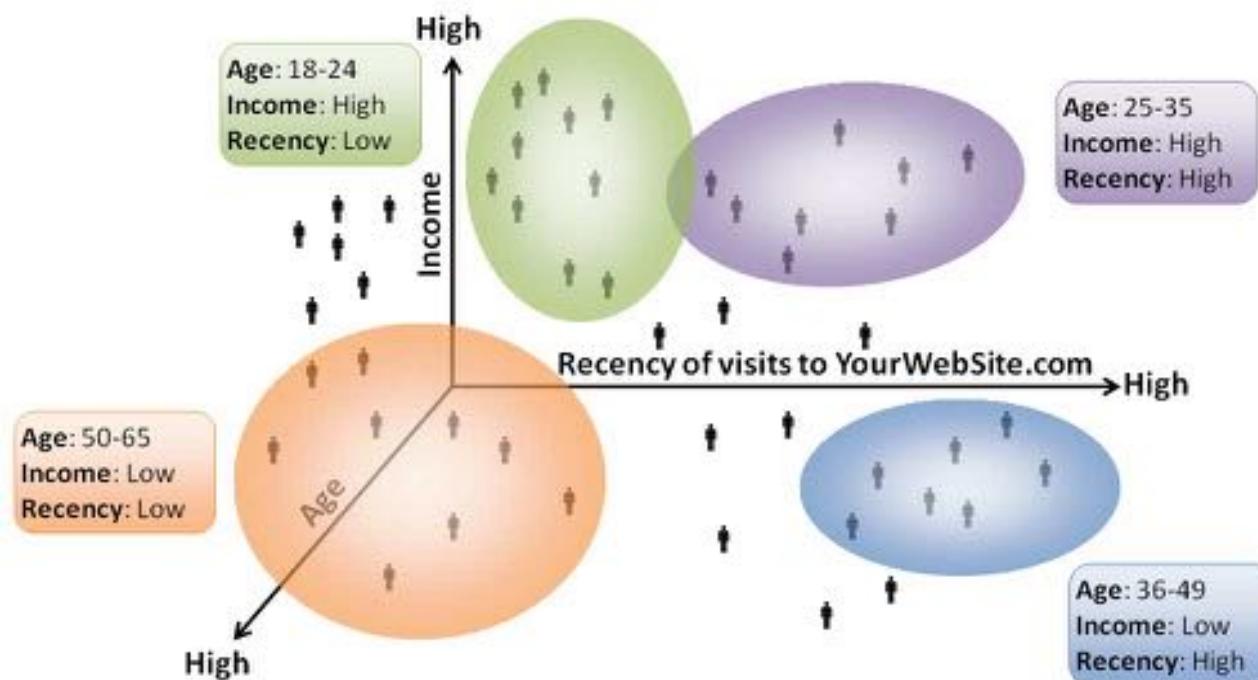


4 Clusters



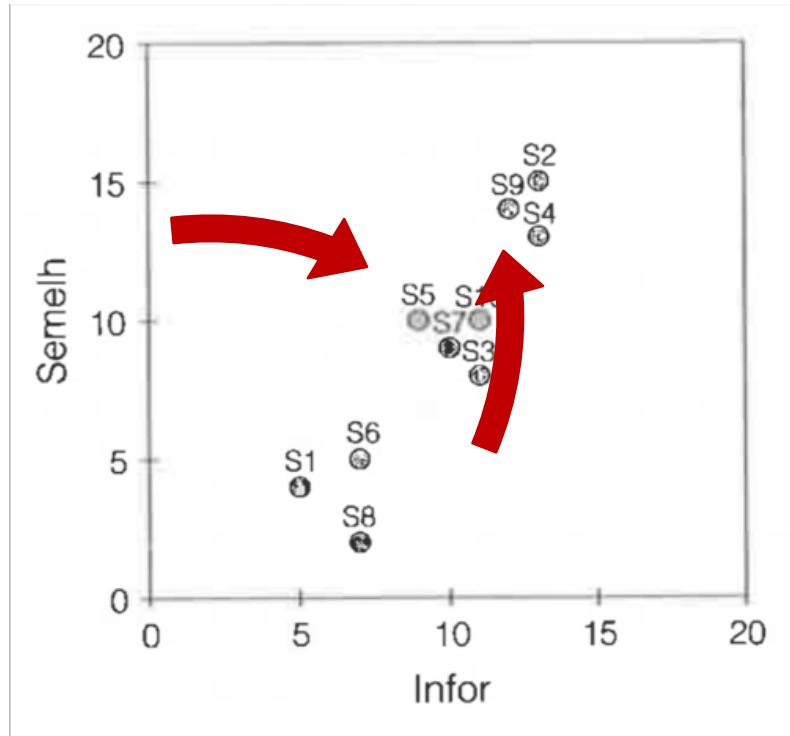
6 Clusters

3D example



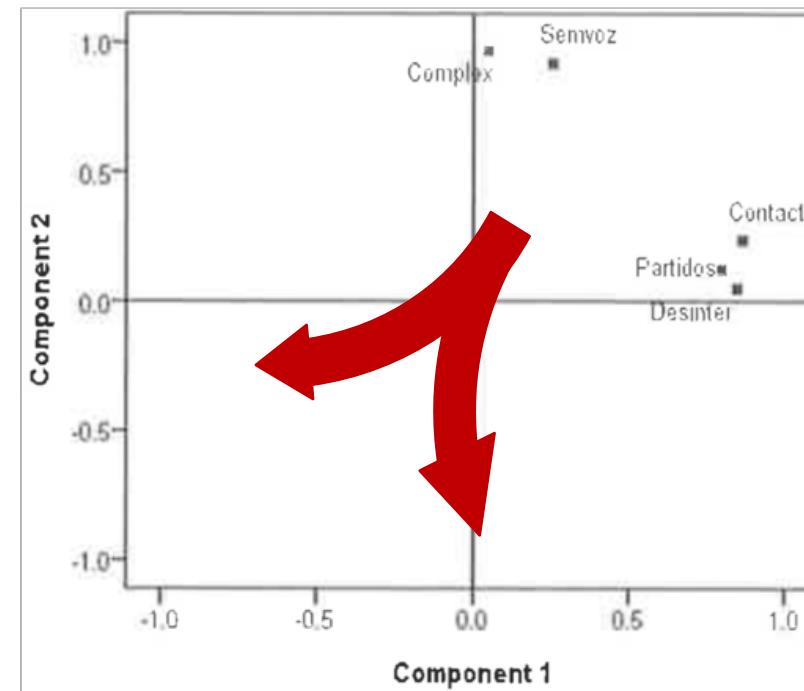
Cluster versus Factorial Analysis

Clusters



Explanatory variables form
clusters of observations
(individuals)

Factors



Explanatory variables inform
Factors (components)

Uses of cluster analysis

□ Applications in many fields

- Its uses range from the derivation of taxonomies in biology to psychological classifications, to segmentation analysis of markets

□ Data reduction

- When a large number of observations are meaningless unless classified into manageable groups.
- Cluster analysis can perform this data reduction
 - E.g. Understand the attitudes of population regarding public transport by identifying major groups (profiles) within the population

□ Hypothesis generation

- If we wish to develop hypothesis concerning the nature of data or confirm previously stated hypothesis
 - E.g. Attitudes towards transport modes could be used to separate individuals into segments or logical groups.
 - The resulting clusters could be profiled for demographic similarities and differences

Research questions in cluster analysis?

Taxonomy description

- Empirical classification of objects.
- In these cases a proposed typology could be compared with the one resulting from the cluster analysis

Data simplification

- Can give a **simplified perspective** by grouping observations for further analysis
- **Factor** analysis attempts to provide dimensions or structure to **variables**, **cluster** analysis performs the same task for **observations**
- Instead of viewing all of the observations as unique they can be viewed as **cluster members and profiled** by their general characteristics

Relationship identification

- The underlying structure of the data represented in the clusters provides means to **reveal relationships among the observations**

Conceptual issues and critiques

Strong conceptual framework

- There should be always a strong conceptual analysis
 - Why do groups exist?
 - What variables logically explain why objects end up in the groups they do?

Critiques

- Cluster analysis is descriptive, atheoretical and non-inferencial.
- It has no statistical basis upon which to draw inferences from the sample to the total population.
- Nothing guarantees a unique solution.
- Cluster membership is dependent upon many elements in the procedure, thus many solutions could be obtained by varying one or more elements

Critiques



- Cluster analysis will **always create clusters**, regardless of the actual existence of any structure in the data.
 - Just because clusters can be found it does not validate their existence.
 - Only with strong conceptual support and then validation are the clusters potentially meaningful and relevant.
- The cluster solution is **not generalizable** because it is **totally dependent upon the variables** used as the basis for the similarity measure.
 - It can be generalized against any statistical technique but cluster analysis is more dependent on the measures used to characterize the objects than any other multivariate technique.
 - Spurious variables or the deletion of relevant variables can have a strong impact on the resulting solution

Basic questions of cluster analysis

□ Measuring similarity

- Need for a method for simultaneously comparing the clustering variables.
- Several methods are possible
 - Correlation between objects, measure of their proximity (e.g. distance between observations)

□ Cluster formation

- The observations whose similarity is higher should be grouped into a cluster (cluster membership of each observation)

□ Number of groups to be formed

- Fewer clusters implies less homogeneity within clusters
- Larger number of clusters has more “within group homogeneity” but is less parsimonious
- Achieving a balance between the most basic structure and an acceptable level of within cluster heterogeneity

Phases of clustering

Choice of variables

Similarity Measures

Technique (Hierarchical / Nonhierarchical)

Decision regarding the number of clusters

Evaluation of significance

How does cluster analysis works? (I)

Similarity

- It is the **degree of correspondence among objects** across all characteristics used in the analysis (dissimilarity measures)
- Similarity is determined among each of all observations to enable **each observation to be compared to each other (proximity)**
- Dissimilarity will separate observations from each other (**distance**)

Forming clusters

- **Hierarchical Procedure**
 - Each observation is started as its own cluster and then combining the two closest clusters until all observations are in one cluster.
 - It is also an agglomerative method since clusters are formed by combining existing clusters

How does cluster analysis works? (II)

□ Final number of clusters

- The hierarchical method leaves several solutions, which one should be chosen?
- **Measuring heterogeneity**
 - Any measure of heterogeneity should represent the **overall diversity among observations in all clusters**.
 - The measure of heterogeneity starts with a **zero value** (each cluster is one observation) and **increase to show the level of heterogeneity as clusters are combined**
- **Select a final cluster solution**
 - By examining the **changes in the homogeneity measure** to identify large increases which are an indication of merging dissimilar clusters

How does cluster analysis works? (III)

| 1 | S1 | S2 | S3 | S4 | S5 | S6 | S7 | S8 | S9 | S10 |
|----------|------|------|-----|------|-----|------|-----|------|------|-----|
| S1 | 0.0 | 13.6 | 7.2 | 12.0 | 7.2 | 2.2 | 7.1 | 2.8 | 12.2 | 8.5 |
| S2 | 13.6 | 0.0 | 7.3 | 2.0 | 6.4 | 11.7 | 6.7 | 14.3 | 1.4 | 5.4 |
| S3 | 7.2 | 7.3 | 0.0 | 5.4 | 2.8 | 5.0 | 1.4 | 7.2 | 6.1 | 2.0 |
| S4 | 12.0 | 2.0 | 5.4 | 0.0 | 5.0 | 10.0 | 5.0 | 12.5 | 1.4 | 3.6 |
| S5 | 7.2 | 6.4 | 2.8 | 5.0 | 0.0 | 5.4 | 1.4 | 8.2 | 5.0 | 2.0 |
| S6 | 2.2 | 11.7 | 5.0 | 10.0 | 5.4 | 0.0 | 5.0 | 3.0 | 10.3 | 6.4 |
| S7 | 7.1 | 6.7 | 1.4 | 5.0 | 1.4 | 5.0 | 0.0 | 7.6 | 5.4 | 1.4 |
| S8 | 2.8 | 14.3 | 7.2 | 12.5 | 8.2 | 3.0 | 7.6 | 0.0 | 13.0 | 8.9 |
| S9 | 12.2 | 1.4 | 6.1 | 1.4 | 5.0 | 10.3 | 5.4 | 13.0 | 0.0 | 4.1 |
| S10 | 8.5 | 5.4 | 2.0 | 3.6 | 2.0 | 6.4 | 1.4 | 8.9 | 4.1 | 0.0 |

| 2 | S1 | (2,9) | S3 | S4 | S5 | S6 | S7 | S8 | S10 |
|----------|------|-------|-----|------|-----|-----|-----|-----|-----|
| S1 | 0.0 | | | | | | | | |
| (2,9) | 12.2 | 0.0 | | | | | | | |
| S3 | 7.2 | 6.1 | 0.0 | | | | | | |
| S4 | 12.0 | 1.4 | 5.4 | 0.0 | | | | | |
| S5 | 7.2 | 5.0 | 2.8 | 5.0 | 0.0 | | | | |
| S6 | 2.2 | 10.3 | 5.0 | 10.0 | 5.4 | 0.0 | | | |
| S7 | 7.1 | 5.4 | 1.4 | 5.0 | 1.4 | 5.0 | 0.0 | | |
| S8 | 2.8 | 13.0 | 7.2 | 12.5 | 8.2 | 3.0 | 7.6 | 0.0 | |
| S10 | 8.5 | 4.1 | 2.0 | 3.6 | 2.0 | 6.4 | 1.4 | 8.9 | 0.0 |

| 3 | S1 | (2,9) | (3,7) | S4 | S5 | S6 | S8 | S10 |
|----------|------|-------|-------|------|-----|-----|-----|-----|
| S1 | 0.0 | | | | | | | |
| (2,9) | 12.2 | 0.0 | | | | | | |
| (3,7) | 7.1 | 5.4 | 0.0 | | | | | |
| S4 | 12.0 | 1.4 | 5.0 | 0.0 | | | | |
| S5 | 7.2 | 5.0 | 1.4 | 5.0 | 0.0 | | | |
| S6 | 2.2 | 10.3 | 5.0 | 10.0 | 5.4 | 0.0 | | |
| S8 | 2.8 | 13.0 | 7.2 | 12.5 | 8.2 | 3.0 | 7.6 | 0.0 |
| S10 | 8.5 | 4.1 | 1.4 | 3.6 | 2.0 | 6.4 | 8.9 | 0.0 |

| 4 | S1 | (2,9,4) | (3,7) | S5 | S6 | S8 | S10 |
|----------|------|---------|-------|-----|-----|-----|-----|
| S1 | 0.0 | | | | | | |
| (2,9;4) | 12.0 | 0.0 | | | | | |
| (3,7) | 7.1 | 5.0 | 0.0 | | | | |
| S5 | 7.2 | 5.0 | 1.4 | 0.0 | | | |
| S6 | 2.2 | 10.0 | 5.0 | 5.4 | 0.0 | | |
| S8 | 2.8 | 12.5 | 7.2 | 8.2 | 3.0 | 0.0 | |
| S10 | 8.5 | 3.6 | 1.4 | 2.0 | 6.4 | 8.9 | 0.0 |

| 5 | S1 | (2,9,4) | (3,7,5) | S6 | S8 | S10 |
|----------|------|---------|---------|-----|-----|-----|
| S1 | 0.0 | | | | | |
| (2,9,4) | 12.0 | 0.0 | | | | |
| (3,7,5) | 7.1 | 5.0 | 0.0 | | | |
| S6 | 2.2 | 10.0 | 5.0 | 0.0 | | |
| S8 | 2.8 | 12.5 | 7.2 | 3.0 | 0.0 | |
| S10 | 8.5 | 3.6 | 1.4 | 6.4 | 8.9 | 0.0 |

| 6 | S1 | (2,9,4) | (3,5,7,10) | S6 | S8 |
|------------|------|---------|------------|-----|-----|
| S1 | 0.0 | | | | |
| (2,9,4) | 12.0 | 0.0 | | | |
| (3,5,7,10) | 7.1 | 3.6 | 0.0 | | |
| S6 | 2.2 | 10.0 | 5.0 | 0.0 | |
| S8 | 2.8 | 12.5 | 7.2 | 3.0 | 0.0 |

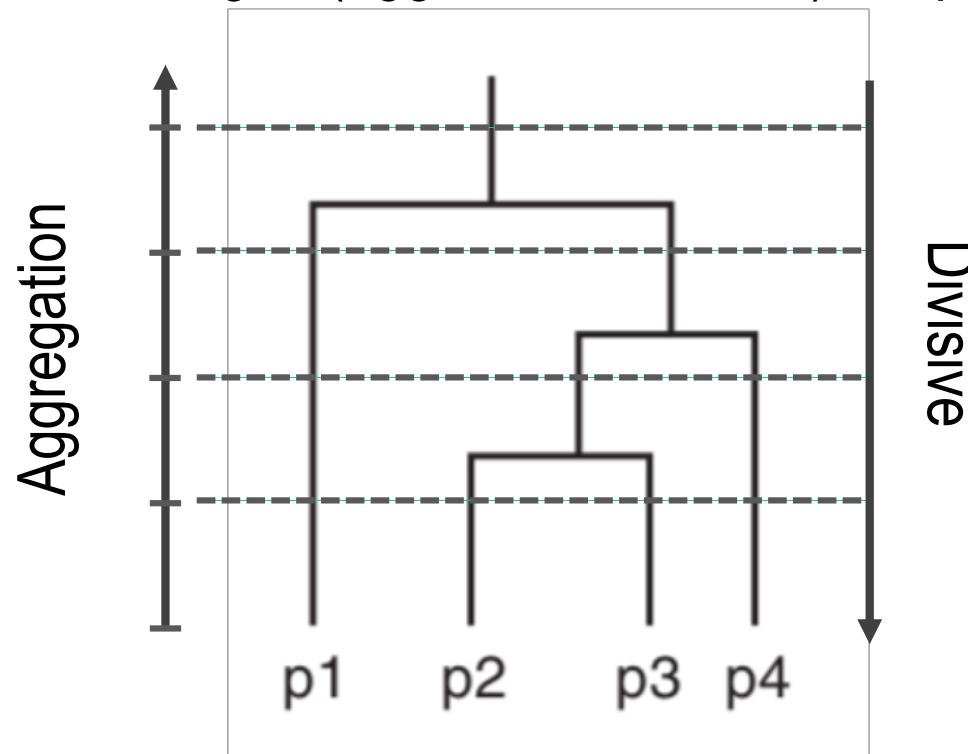
| 7 | (1,6) | (2,9,4) | (3,5,7,10) | S8 |
|------------|-------|---------|------------|----|
| (1,6) | 0 | | | |
| (2,9,4) | 10.0 | 0 | | |
| (3,5,7,10) | 5.0 | 3.6 | 0 | |
| S8 | 2.8 | 12.5 | 7.2 | 0 |

| 8 | (1,6,8) | (2,9,4) | (3,5,7,10) |
|------------|---------|---------|------------|
| (1,6,8) | 0.0 | | |
| (2,9,4) | 10.0 | 0.0 | |
| (3,5,7,10) | 5.0 | 3.6 | 0.0 |

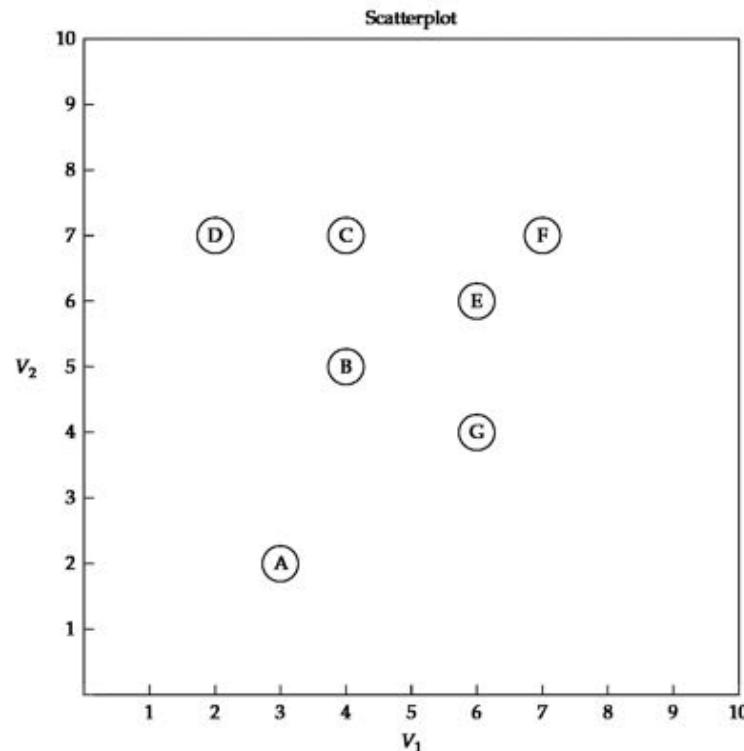
| 9 | (1,6,8) | (2,9,4,3,5,7,10) |
|------------------|---------|------------------|
| (1,6,8) | 0.0 | |
| (2,9,4,3,5,7,10) | 5.0 | 0.0 |

Hierarchical procedure - Dendrogram

- A hierarchical clustering is often displayed graphically using a **tree-like diagram called a dendrogram**, which displays both the cluster-subcluster relationships and the order in which the clusters were merged (agglomerative view) or split (divisive view).



Example of proximity matrix calculation



| Clustering Variable | Data Values | | | | | | |
|---------------------|-------------|---|---|---|---|---|---|
| | A | B | C | D | E | F | G |
| V ₁ | 3 | 4 | 4 | 2 | 6 | 7 | 6 |
| V ₂ | 2 | 5 | 7 | 7 | 6 | 7 | 4 |

TABLE 1 Proximity Matrix of Euclidean Distances Between Observations

| Observation | Observation | | | | | | |
|-------------|-------------|-------|-------|-------|-------|-------|---|
| | A | B | C | D | E | F | G |
| A | — | | | | | | |
| B | 3.162 | — | | | | | |
| C | 5.099 | 2.000 | — | | | | |
| D | 5.099 | 2.828 | 2.000 | — | | | |
| E | 5.000 | 2.236 | 2.236 | 4.123 | — | | |
| F | 6.403 | 3.606 | 3.000 | 5.000 | 1.414 | — | |
| G | 3.606 | 2.236 | 3.606 | 5.000 | 2.000 | 3.162 | — |

Euclidean distance: $d_{ij} = \sqrt{[(x_i - x_j)^2 + (y_i - y_j)^2]}$

$$d_{AB} = \sqrt{[(3 - 4)^2 + (2 - 5)^2]} = 3.162$$

Practical considerations

- Only the **relevant and meaningful variables** should be included for cluster analysis
 - That characterize the objects being clustered
 - Relate specifically to the objectives

AGAIN... GARBAGE – IN – GARBAGE OUT!

- Cluster analysis could be **dramatically affected** by the inclusion of:
 - Only one or two **inappropriate variables**
 - Variables that are not distinctive (do not differ significantly across the derived clusters)

Sample size and outliers

□ Sample size

- Large enough to provide sufficient representation of small groups within the population and represent the underlying structure

□ Outliers

- An outlier is a representative element of a small but substantive group?
Small samples make it difficult to answer this question

□ Sample size also depends on the research objectives:

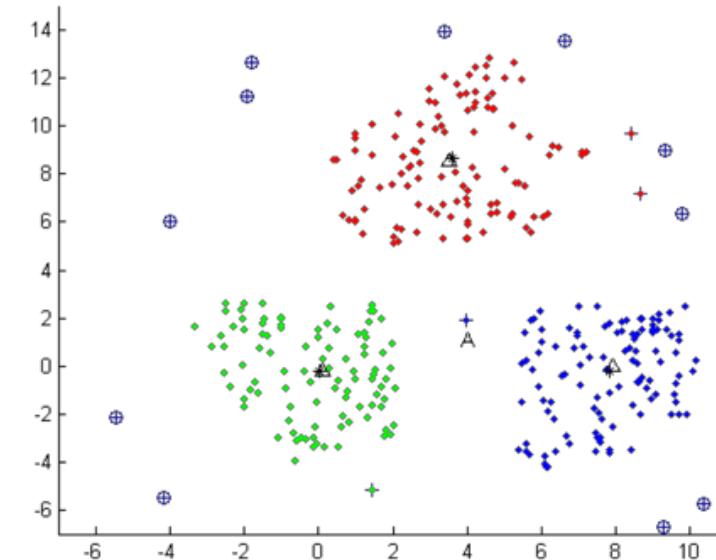
- Does it requires **the identification of small groups** within the population? => **Larger sample**
- Is the interest only focusing in **larger groups** (major segments)?
=> **Smaller sample**

Outliers



- Cluster analysis is sensible to outliers

- Truly aberrant observations should be removed
- Representative observations of small segments could be removed but noticing that the analysis will only accurately represent the important segments



- Graphic Profile diagram lists the variables along the x-axis and the variable values along the y-axis
- Outliers could also be identified through measures of similarity (e.g. each observation against overall group centroid)

Measuring similarity (I)

□ Inter-object similarity

- Empirical measure of correspondence or resemblance between objects to be clustered

□ Correlation Measures

- Correlating pairs of objects based on several variables.
- High correlations indicate similarity.
 - It doesn't look at the observed mean value but instead looks at the patterns of movement over the variables measured – **Similarity of profiles**
 - Correlation measures are rarely used because most applications put emphasis on the magnitudes of the objects instead of on the patterns
 - They could instead be used when the objective is the grouping of variables and not of observations. In this case they are more appropriate.

Measuring similarity (II)

□ Distance measures

- Measures similarity as the **proximity of observations to one another** across the variables in the cluster variate.
- They are also a measure of **dissimilarity (Distance)**.

□ Euclidean distance

- Straight line distance

$$d_{ij} = \sqrt{\sum_{l=1}^q (x_{il} - x_{jl})^2}$$

□ Squared (absolute) Euclidian distance

- Better in computational aspects

$$d_{ij} = \sum_{l=1}^q (x_{il} - x_{jl})^2$$

Measuring similarity (III)

□ Minkowski distance

- Generalization of the Euclidian Distance

$$d_{ij} = \sqrt[m]{\sum_{k=1}^p |x_{ik} - x_{jk}|^m}$$

□ City-block (Manhattan) distance

- Special case of the Minkowski distance were m=1

□ Mahalanobis Distance

- Accounts for the correlation among variables (statistical distance between objects) – Not available in SPSS for Cluster Analysis

$$d_{ij} = \sqrt{(x_i - x_j)^T S^{-1} (x_i - x_j)}$$

, where S is an estimate of the Variance-Covariance matrix of cluster groups

Measuring similarity (IV)

□ Cosine Similarity Measure

- Measures the proximity between two objects for p vectors (at least interval variables)

$$CoSIN(i, j) = \frac{\sum_{k=1}^p x_{ik} x_{jk}}{\sqrt{\sum_{k=1}^p x_{ik}^2 \sum_{k=1}^p x_{ij}^2}}$$

□ Jaccard, Russel & Rao and Measures of binary association

- When there are nominal variables, the measures of metrical distance cannot be applied

Measuring similarity (V)

- If two objects are characterized by p nominal dichotomous variables (binary)
 - a is the number of attributes **present in both** objects
 - b is the number of attributes **present in object i** and **absent in object j**
 - c is the number of attributes **absent in object i** and **present in object j**
 - d is the number of attributes **absent in both** objects

□ Jaccard coefficients

- Similarity

$$s_{ij} = \frac{a}{a + b + c}$$

- Dissimilarity

$$d_{ij} = \frac{b + c}{a + b + c}$$



Measuring similarity (VI)

□ Russel & Rao

- Similarity

$$s_{ij} = \frac{a}{a + b + c + d}$$

□ Johnson and Wichern

- Similarity

$$s_{ij} = \frac{a + d}{a + b + c + d}$$

- Dissimilarity

$$d_{ij} = \frac{b + c}{a + b + c + d}$$

Standardization

- Different distance measures or a change in scale of the variables may lead to different cluster solutions.
 - It is advisable to test different measures
- The distance measures are generally the preferred ones because they represent more accurately the concepts of proximity (fundamental to cluster analysis)
- Standardization
 - Distance measures are quite sensitive to different scales or magnitudes among the variables.
 - In general the variables should be standardized
 - Usually the most common standardization is the z score

Assumptions in cluster analysis

No requirements of normality, linearity and homoscedasticity

- Cluster analysis is not influenced by the requirements of normality, linearity and homoscedasticity

Sample Representativeness

- The sample used should be truly representative of the entire population.
- The results are only as good as the representativeness of the sample

Multicollinearity

- It acts as a weighting process not apparent to the observer but affecting the analysis.
- Thus research about substantial multicollinearity should be performed prior to the cluster analysis, take measures against it (e.g. reducing the number of variables)

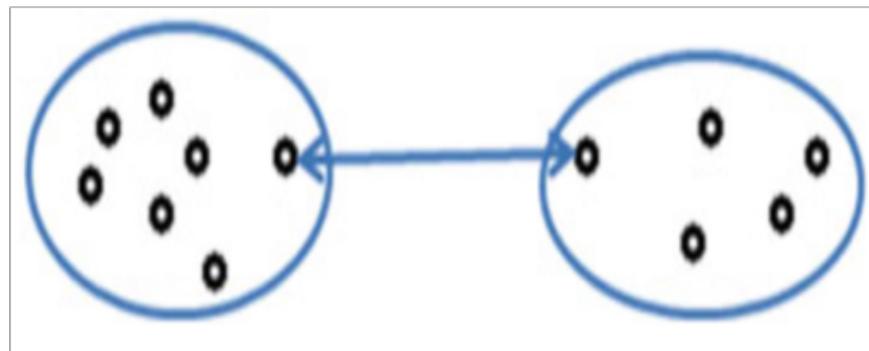
Hierarchical clustering procedures

- Series of $n-1$ clustering decisions (n observations) that **combine observations into a hierarchy structure (dendrogram)**
 - **Agglomerative methods**
 - Each object starts as its own cluster and is successively joined with the closest one until only a single cluster remains – most commonly used
 - **Divisive methods**
 - Departs from a single cluster which is successively divided
- Clustering algorithms **hierarchical procedure** that determines **how similarity is defined between clusters** in the process
 - When we have more than one element in each cluster how do we do?

Clustering algorithms (I)

□ Single linkage our nearest neighbor

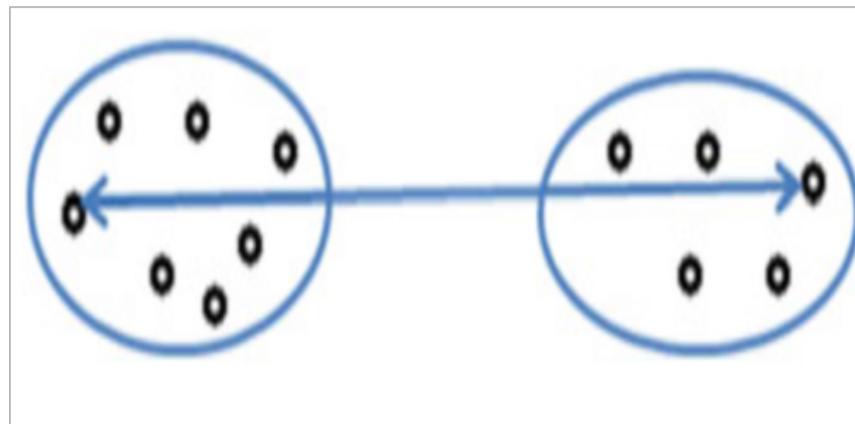
- The distance between two-clusters is represented by **the minimum of the distance between all possible pairs of subjects in the two groups**
 - The similarity between clusters is the **shortest distance between any object** in one cluster and any object in the other cluster.
- It is the most commonly used and its very flexible.
- It can define a wide range of clustering patterns.
- When clusters are **poorly delineated**, it could **create problems**.



Clustering algorithms (II)

□ Complete linkage or farthest neighbor

- In this approach, the cluster similarity is based on the **maximum distance between observations in each cluster**.
- Similarity between the clusters is the smallest circle that could encompass both of them.
- Eliminates some of the problems of earlier method and has been found to generate the most compact clustering solutions



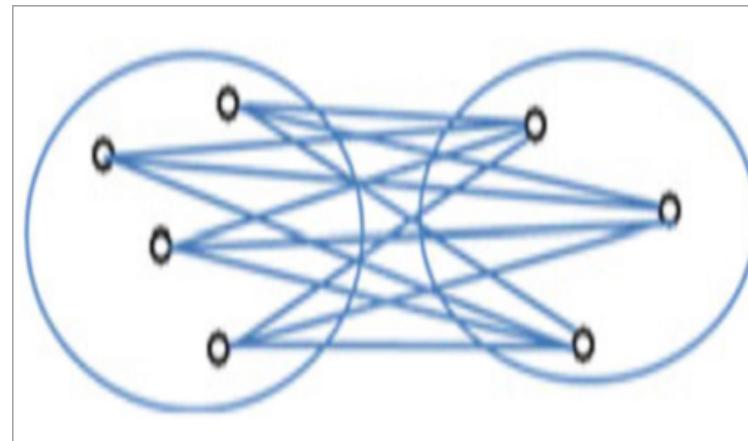
Clustering algorithms (III)

□ Average linkage between groups

- The distance between clusters is the **average of the distances** between observations in **one cluster** to **all the members** in the other cluster.

□ Average linkage within groups

- Similar to the previous method but here the clusters are united in a way to minimize the sum of squared errors (**minimize variability inside the clusters**)



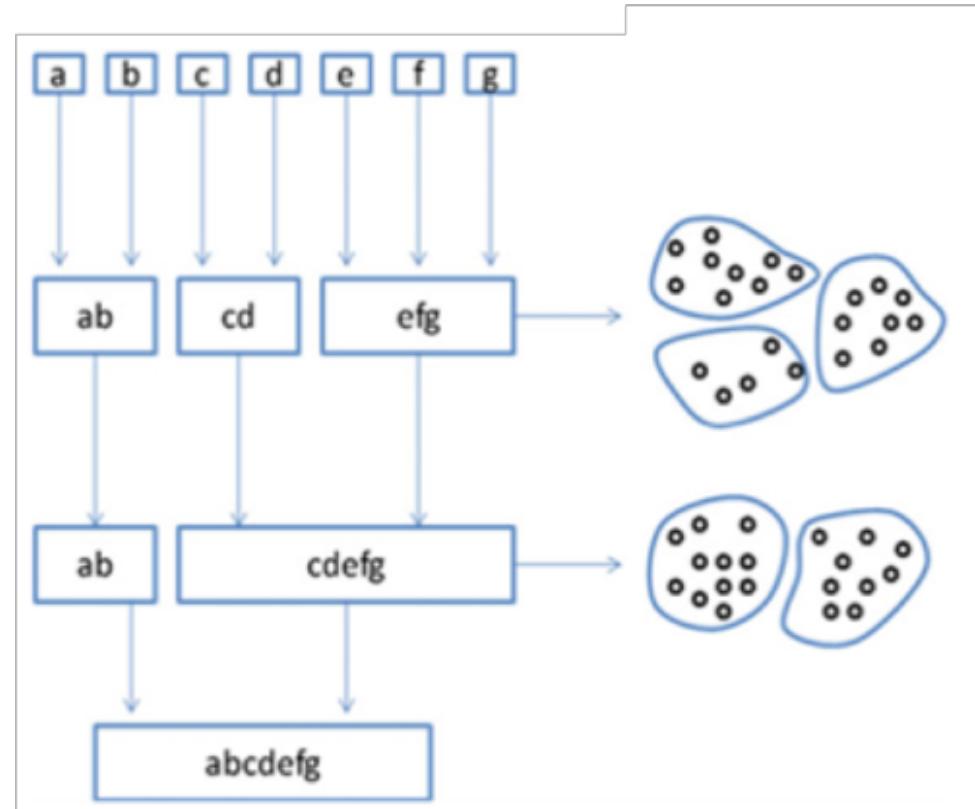
Clustering algorithms (III)

□ Ward's Method

- The measures of similarity are the **sum of squares within the cluster** summed over all variables.
- The retained **clusters** are the ones with the smallest values
- Easily distorted by outliers

□ Centroid method

- The similarity between two clusters is the **distance between its centroids**.
- Less affected by outliers
- They could produce confusing results



Non-hierarchical cluster procedures



□ Main difference between non-hierarchical from hierarchical

- Do not involve tree-like construction procedures
- Assign objects to a **predetermined number of clusters**

□ Two steps approach

- Specify cluster seeds
 - Starting points for each cluster could be pre-specified by the analyst.
- Assignment
 - Assign each observation to one of the cluster seeds based on similarity.
 - Each observation is assigned to the most similar cluster seed.

K-means



K-means

1. Cluster partition in the k clusters (**k defined by the analyst**)
2. **Estimate the centroids** of each one of the k clusters and calculation of the **Euclidean distance from each centroid to each object**
3. **Group the observations in to the clusters which have its centroid closest to each observation**, return to the previous step until the point in which there is no significant variation in the minimum distances (or until the number of iteration or the convergence criteria have been reached)

Advantages of Hierarchical Methods

Simplicity

- Simple and comprehensive image of the entire clustering solutions.
- One can evaluate any of the possible clustering solutions

Measures of similarity

- Several similarity measures.
- Could be applied to almost any type of research questions

Speed

- Hierarchical methods generate an entire set of solutions efficiently

Disadvantages of Hierarchical Methods

Misleading

- Can be misleading due to undesirable early combinations. Sensible to outliers

Outliers are very influential

- The reduction of the number of outliers (deletion) might distort the solution

Large samples

- Not appropriate to analyze large samples
 - Solution: extract a random subsample

Advantages and disadvantages of Non-hierarchical methods



□ Nonhierarchical methods – Advantages

- The results are not so susceptible to **outliers**, the **distance measure** used, and the inclusion of **irrelevant or inappropriate variables**.
- Can analyze extremely **large datasets**
 - It doesn't require the calculation of similarity matrices but only the similarity of each object to each cluster centroid.

□ Nonhierarchical methods – Disadvantages

- It does **not** guarantees **optimal solutions**.
- Not suitable to explore a wide range of solutions based on similarity measures, observations included and potential seed points.

Best way to proceed



□ Combination approach

- First use a **hierarchical** technique to generate a **complete set of cluster** solutions and **establish the appropriate number of clusters**
- After the **elimination of outliers**, use a **nonhierarchical method**

□ One should analyze and **examine the rational behind the clusters** defined.

- Clusters with small number of observations should be fully examined
 - Do they represent valid components or simply outliers?

Number of clusters

- It is one of the **most critical aspects** of cluster analysis
- Since there is no statistical inference, **several methods** have been developed.
 - Ad-hoc procedures that are sometimes complex and must be calculated by the analyst
 - Specific to particular software packages

Stopping rules



□ Measures of heterogeneity change

- Percentage of changes in heterogeneity
- Measures of variance change
 - Root mean square standard deviation
- Statistical measures of heterogeneity change
 - Pseudo F-test

□ Direct Measures of heterogeneity

- Cubic clustering criterion (in SAS)
 - Measure of the deviation of the clusters from an expected distribution of points (multivariate uniform distribution)

Interpretation



- The **profiling and interpretation** provide
 - A way to assess the **correspondence** of the derived clusters to those proposed by **prior theory or experience**.
 - When used in a **confirmatory mode**, cluster analysis provides a mean to assess this correspondence.
- The **analyst compares the derived clusters to a preconceived typology**

Validating the cluster solution

- Ensure that the cluster solution is representative of the general population

Perform cross-validation ALWAYS

- Perform cluster analysis on separate (re)samples and assess the correspondence of the results

Criterion validity

- Using variables not selected to the cluster analysis but for which there are theoretical and relevant reasons that lead to the expectation of variation across the clusters

Example

- Use the excel file “Dados_Aeroportos_Clusters” to build an hierarchical and a k-means cluster analysis.
- Use only the metric variables.





FEUP

Select the type of cluster analysis to perform

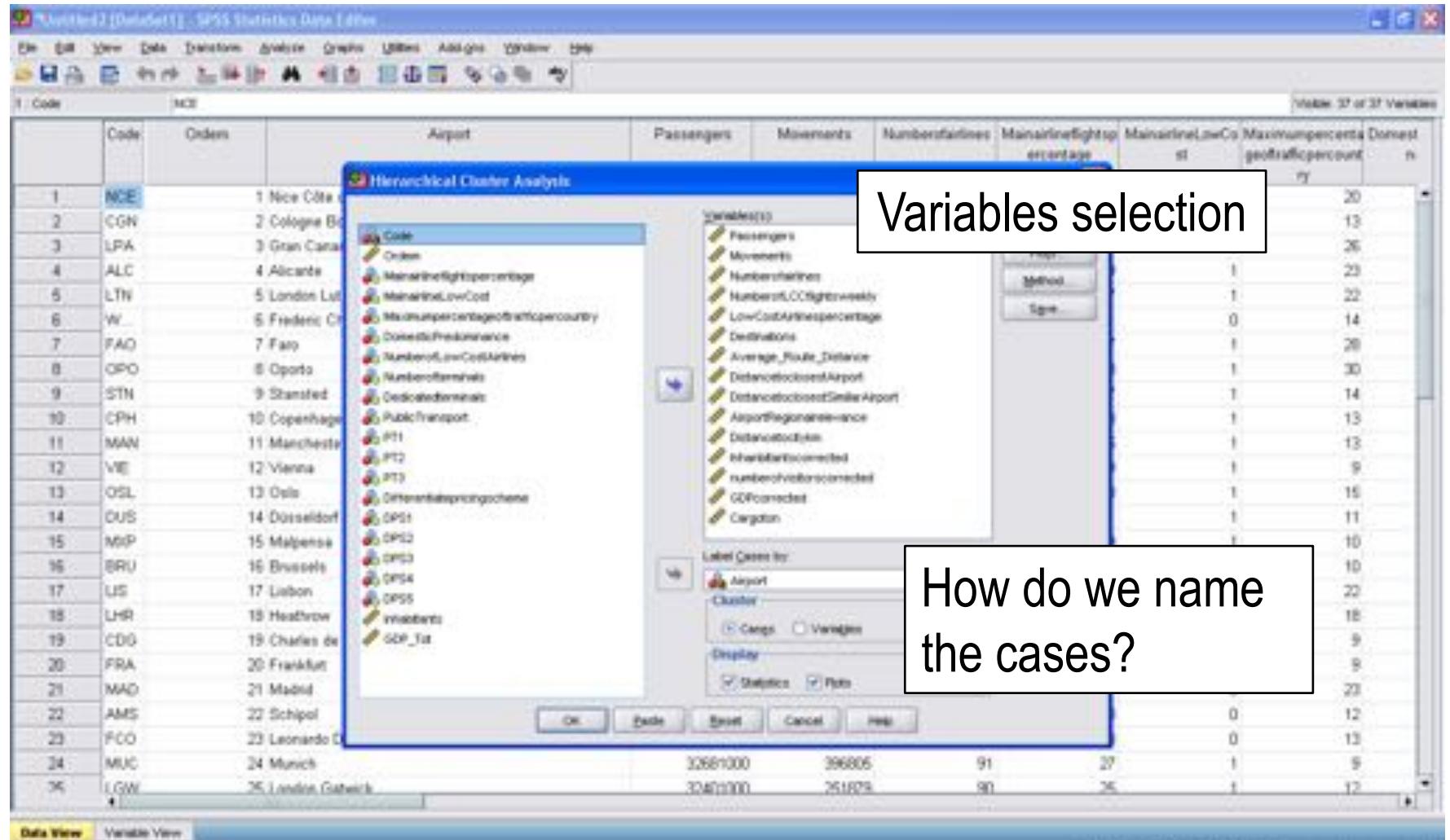
SPSS Statistics Data Editor window showing the Analyze menu open with the "Hierarchical Cluster" option selected.

The table contains 37 variables (Passengers, Movements, Numberairlines, MainairlineFlightsp, Percentage, MainairlineCo, Maximumgeoflightpercentage, and Domestico) and 36 observations (Airports).

| | | Passenger | Movements | Numberairline | MainairlineFlightsp | MainairlineCo | Maximumpassenger | Domesticgeoflightpercentage |
|----|------|-----------|-----------|---------------|---------------------|---------------|------------------|-----------------------------|
| 1 | NOE | 9630987 | 119322 | 64 | 18 | 1 | 20 | |
| 2 | CGN | 9742300 | 132200 | 39 | 30 | 1 | 13 | |
| 3 | LPA | 9156665 | 101657 | 47 | 17 | 0 | 26 | |
| 4 | ALC | 91290 | 76781 | 36 | 26 | 1 | 21 | |
| 5 | LTN | 83209 | | | | | | |
| 6 | W... | 60610 | | | | | | |
| 7 | FAO | 45093 | | | | | | |
| 8 | OPO | 199570 | | | | | | |
| 9 | STN | 10715451 | 2387172 | 81 | 23 | 1 | 15 | |
| 10 | CPH | 10724809 | 172495 | 84 | 15 | 1 | 13 | |
| 11 | MAN | 10114103 | 243400 | 64 | 29 | 1 | 9 | |
| 12 | VIE | 16960392 | 211000 | 36 | 38 | 1 | 15 | |
| 13 | OSL | 17793493 | 214024 | 70 | 31 | 1 | 11 | |
| 14 | DUS | 17551635 | 227718 | 111 | 19 | 1 | 10 | |
| 15 | MIP | 16999000 | 231668 | 83 | 29 | 1 | 10 | |
| 16 | BRU | 13277969 | 136296 | 60 | 31 | 0 | 22 | |
| 17 | US | 67054745 | 460026 | 99 | 32 | 0 | 18 | |
| 18 | LHR | 60874681 | 518018 | 136 | 24 | 0 | 9 | |
| 19 | CDO | 50933000 | 463111 | 128 | 26 | 0 | 9 | |
| 20 | FRA | 49407147 | 435167 | 82 | 27 | 0 | 23 | |
| 21 | MAD | 46229000 | 418672 | 101 | 18 | 0 | 12 | |
| 22 | AMS | 33729000 | 319000 | 122 | 13 | 0 | 13 | |
| 23 | FCO | 32681000 | 306665 | 91 | 27 | 1 | 9 | |
| 24 | MUC | 32401000 | 261803 | 90 | 36 | 1 | 12 | |
| 25 | LGW | | | | | | | |

Variables selection

How do we name the cases?



| | Code | Orders | Airport | Passengers | Movements | Numberairlines | Mainairlineflightspercentage | MainairlinelowCo percentage | Maximumpercentage Domest geotrafficpercentage |
|----|------|--------|---------------------------|------------|-----------|----------------|------------------------------|-----------------------------|---|
| 1 | NCE | 1 | Nice Côte d'Azur | 32661000 | 396805 | 91 | 27 | 1 | 9 |
| 2 | CGN | 2 | Cologne Bonn | 32401000 | 251879 | 90 | 26 | 1 | 12 |
| 3 | LPA | 3 | Gran Canaria | | | | | | 13 |
| 4 | ALC | 4 | Alicante | | | | | | 26 |
| 5 | LTN | 5 | London Luton | | | | | | 23 |
| 6 | WUZ | 6 | Frederick Childe Halsbury | | | | | | 22 |
| 7 | FAO | 7 | Faro | | | | | | 14 |
| 8 | OPO | 8 | Oporto | | | | | | 28 |
| 9 | STN | 9 | Stansted | | | | | | 30 |
| 10 | CPH | 10 | Copenhagen | | | | | | 14 |
| 11 | MAN | 11 | Manchester | | | | | | 13 |
| 12 | VIE | 12 | Vienna | | | | | | 13 |
| 13 | OSL | 13 | Oslo | | | | | | 9 |
| 14 | DUS | 14 | Düsseldorf | | | | | | 15 |
| 15 | MXP | 15 | Malpensa | | | | | | 11 |
| 16 | BRU | 16 | Brussels | | | | | | 10 |
| 17 | LIS | 17 | Lisbon | | | | | | 10 |
| 18 | LHR | 18 | Heathrow | | | | | | 22 |
| 19 | CDD | 19 | Charles de Gaulle | | | | | | 18 |
| 20 | FRA | 20 | Frankfurt | | | | | | 9 |
| 21 | MAD | 21 | Madrid | | | | | | 9 |
| 22 | AMS | 22 | Schiphol | | | | | | 23 |
| 23 | FCO | 23 | Leonardo da Vinci | | | | | | 12 |
| 24 | MUC | 24 | Munich | | | | | | 13 |
| 25 | LGW | 25 | London Gatwick | | | | | | 8 |

It resumes the analysis steps

If there is a prior idea of the number of clusters it could be indicated in the cluster membership box

| | Code | Orders | Airport | Passengers | Movements | Numberairlines | Mainlineflightspercentage | MainlineLowCostFlightPercentage | Maximumpercentagegeoflights | Demandgeoflightspercentage |
|----|------|----------------------|---------|------------|-----------|----------------|---------------------------|---------------------------------|-----------------------------|----------------------------|
| 1 | NCE | 1 Nice Côte d'Azur | | | | | | | | |
| 2 | CGN | 2 Cologne Bonn | | | | | | | | |
| 3 | LPA | 3 Gran Canaria | | | | | | | | |
| 4 | ALC | 4 Alicante | | | | | | | | |
| 5 | LTN | 5 London Luton | | | | | | | | |
| 6 | WAW | 6 Frederic Chopin | | | | | | | | |
| 7 | FAO | 7 Faro | | | | | | | | |
| 8 | OPO | 8 Oporto | | | | | | | | |
| 9 | STN | 9 Stansted | | | | | | | | |
| 10 | CPH | 10 Copenhagen | | | | | | | | |
| 11 | MAN | 11 Manchester | | | | | | | | |
| 12 | VIE | 12 Vienna | | | | | | | | |
| 13 | OSL | 13 Oslo | | | | | | | | |
| 14 | DUS | 14 Düsseldorf | | | | | | | | |
| 15 | MSP | 15 Malpensa | | | | | | | | |
| 16 | BRU | 16 Brussels | | | | | | | | |
| 17 | LIS | 17 Lisbon | | | | | | | | |
| 18 | LHR | 18 Heathrow | | | | | | | | |
| 19 | CDG | 19 Charles de Gaulle | | | | | | | | |
| 20 | FRA | 20 Frankfurt | | | | | | | | |
| 21 | MAD | 21 Madrid | | | | | | | | |
| 22 | AMS | 22 Schiphol | | | | | | | | |
| 23 | FCO | 23 Leonardo da Vinci | | | | | | | | |
| 24 | MUC | 24 Munich | | | | | | | | |
| 25 | LGW | 25 London Gatwick | | | | | | | | |

Nice [Dataset1] - SPSS Statistics Data Editor

File Edit View Data Transform Analyze Graphs Utilities Addins Window Help

Code NCE

| | Code | Orders | Airport | Passengers | Movements | Numberofairlines | Mainairlineflightsperday | MainairlinenwCo | Maximumgeoflightpercentage | Demandgeoflightpercentage |
|----|------|----------------------|---------|------------|-----------|------------------|--------------------------|-----------------|----------------------------|---------------------------|
| 1 | NCE | 1 Nice Côte d'Azur | | | | | | | | |
| 2 | CGN | 2 Cologne Bonn | | | | | | | | |
| 3 | LPA | 3 Gran Canaria | | | | | | | | |
| 4 | ALC | 4 Alicante | | | | | | | | |
| 5 | LTN | 5 London Luton | | | | | | | | |
| 6 | WLN | 6 Frederic Chopin | | | | | | | | |
| 7 | FAO | 7 Faro | | | | | | | | |
| 8 | OPO | 8 Oporto | | | | | | | | |
| 9 | STN | 9 Stansted | | | | | | | | |
| 10 | CPH | 10 Copenhagen | | | | | | | | |
| 11 | MAN | 11 Manchester | | | | | | | | |
| 12 | VIE | 12 Vienna | | | | | | | | |
| 13 | OSL | 13 Oslo | | | | | | | | |
| 14 | DUS | 14 Düsseldorf | | | | | | | | |
| 15 | MXP | 15 Malpensa | | | | | | | | |
| 16 | BRU | 16 Brussels | | | | | | | | |
| 17 | LIS | 17 Lisbon | | | | | | | | |
| 18 | LHR | 18 Heathrow | | | | | | | | |
| 19 | CDO | 19 Charles de Gaulle | | | | | | | | |
| 20 | FRA | 20 Frankfurt | | | | | | | | |
| 21 | MAD | 21 Madrid | | | | | | | | |
| 22 | AMS | 22 Schiphol | | | | | | | | |
| 23 | FCO | 23 Leonardo Da Vinci | | 33723000 | 319000 | 122 | 13 | 0 | 13 | |
| 24 | MUC | 24 Munich | | 32681000 | 396806 | 91 | 27 | 1 | 9 | |
| 25 | LGW | 25 London Gatwick | | 32401000 | 251604 | 90 | 26 | 1 | 12 | |

Data View Variable View

Hierarchical Cluster Analysis

Variables(s): Passengers

Hierarchical Cluster Analysis: P... X

Method: Dendrogram

Clusters: All clusters Specified range of clusters Specified number of clusters Step Number By Step

Orientation: vertical horizontal

Continue Cancel Help OK Back Save Cancel Help

To present the dendrogram

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Code NCE

Airport Passengers Movements Numberofairlines Mainairlinelights Mainairlinelightsop Maximumpercentagegeographicpercenter

Table: 37 of 37 Variables

| | Code | Orden | Airport | Passenger | Movements | Numberofairlines | Mainairlinelights | Mainairlinelightsop | Maximumpercentagegeographicpercenter |
|----|------|-------|------------------------|-----------|-----------|------------------|-------------------|---------------------|--------------------------------------|
| 1 | NCE | 1 | Nice Côte d'Azur | 33723000 | 319000 | 122 | 13 | 0 | 20 |
| 2 | CGN | 2 | Cologne Bonn | 32661000 | 396805 | 91 | 27 | 1 | 13 |
| 3 | LPA | 3 | Gran Canaria | 32401000 | 251629 | 90 | 26 | 1 | 26 |
| 4 | ALC | 4 | Alicante | | | | | | 23 |
| 5 | LTN | 5 | London Luton | | | | | | 22 |
| 6 | W | 6 | Frederick Chodorkowski | | | | | | 14 |
| 7 | FAO | 7 | Faro | | | | | | 28 |
| 8 | OPO | 8 | Oporto | | | | | | 30 |
| 9 | STN | 9 | Stansted | | | | | | 14 |
| 10 | CPH | 10 | Copenhagen | | | | | | 13 |
| 11 | MAN | 11 | Manchester | | | | | | 13 |
| 12 | VIE | 12 | Vienna | | | | | | 9 |
| 13 | OSL | 13 | Oslo | | | | | | 15 |
| 14 | DUS | 14 | Düsseldorf | | | | | | 11 |
| 15 | MSP | 15 | Minneapolis | | | | | | 10 |
| 16 | BRU | 16 | Brussels | | | | | | 10 |
| 17 | LIS | 17 | Lisbon | | | | | | 22 |
| 18 | LHR | 18 | Heathrow | | | | | | 18 |
| 19 | CDD | 19 | Charles de Gaulle | | | | | | 9 |
| 20 | FRA | 20 | Frankfurt | | | | | | 9 |
| 21 | MAD | 21 | Madrid | | | | | | 23 |
| 22 | AMS | 22 | Schiphol | | | | | | 12 |
| 23 | FCO | 23 | Leonardo Da Vinci | | | | | | 13 |
| 24 | MUC | 24 | Munich | | | | | | 9 |
| 25 | LGW | 25 | London Gatwick | | | | | | 12 |

Data View Variable View

Hierarchical Cluster Analysis

Hierarchical Cluster Analysis: Method

Cluster Method: Nearest neighbor

Measure: Between-groups linkage

Interval: Nearest neighbor

Count: Standard Euclidean distance

Binary: Standard Euclidean distance

Transform Values: Standardize: None

Transform Measure: Absolute values: Change sign: Rescale to 0-1 range:

Continue Cancel Help OK Scale Reset Cancel Help

Type of clustering algorithm

SPSS Statistics Data Editor

File Edit View Data Transform Analyze Graphs Utilities Addins Window Help

Code

Airport Passengers Movements Numberairlines Mainairlinelightsup MainairlinelwCo Maximumpercentgeoflights Domest geoflightspercent Domest geoflightspercent

| | Code | Orders | | | | | | | |
|----|------|----------------------|--|----------|--------|-----|----|---|----|
| 1 | NCE | 1 Nice Côte d'Azur | | | | | | | |
| 2 | CGN | 2 Cologne Bonn | | | | | | | |
| 3 | LPA | 3 Gran Canaria | | | | | | | |
| 4 | ALC | 4 Alicante | | | | | | | |
| 5 | LTN | 5 London Luton | | | | | | | |
| 6 | W | 6 Frederic Chopin | | | | | | | |
| 7 | FAO | 7 Faro | | | | | | | |
| 8 | OPO | 8 Oporto | | | | | | | |
| 9 | STN | 9 Stansted | | | | | | | |
| 10 | CPH | 10 Copenhagen | | | | | | | |
| 11 | MAN | 11 Manchester | | | | | | | |
| 12 | VIE | 12 Vienna | | | | | | | |
| 13 | OSL | 13 Oslo | | | | | | | |
| 14 | DUS | 14 Düsseldorf | | | | | | | |
| 15 | MXP | 15 Malpensa | | | | | | | |
| 16 | BRU | 16 Brussels | | | | | | | |
| 17 | LIS | 17 Lisbon | | | | | | | |
| 18 | LHR | 18 Heathrow | | | | | | | |
| 19 | CDD | 19 Charles de Gaulle | | | | | | | |
| 20 | FRA | 20 Frankfurt | | | | | | | |
| 21 | MAD | 21 Madrid | | | | | | | |
| 22 | AMS | 22 Schiphol | | | | | | | |
| 23 | FCO | 23 Leonardo Da Vinci | | 33723000 | 319000 | 122 | 13 | 0 | 13 |
| 24 | MUC | 24 Munich | | 32681000 | 396806 | 91 | 27 | 1 | 9 |
| 25 | LGW | 25 London Gatwick | | 30401000 | 251879 | 90 | 26 | 1 | 12 |

Data View Variable View

SPSS Statistics Processor is ready.

Hierarchical Cluster Analysis

Variables(1)

Hierarchical Cluster Analysis: Method

Cluster Method: Nearest neighbor

Measure:

- Interval: Squared Euclidean distance
- Count:
- Binary:

Euclidean Distance

Squared Euclidean Distance

Correlation

Pearson correlation

Chisquare

Block

Minkowski

Customized

Standardize:

- None
- No positive
- No zero
- Absolute values
- Change sign
- Rescale to 0-1 range

Continue Cancel Help

OK Paste Reset Cancel Help

Choice of similarity measure

Untitled2 (Dataset1) - SPSS Statistics Data Editor

File Edit View Data Transform Analyze Graphs Utilities Addins Window Help

1 Code NOE

| | Code | Order | Airport | Passenger | Movements | Numberofairlines | Mainairlineflightsof | MainairlinelowCo | Maximumpercentage | Domesticgeotrifico | internationalpercentage |
|----|------|-------|-------------------|-----------|-----------|------------------|----------------------|------------------|-------------------|--------------------|-------------------------|
| 1 | NOE | 1 | Nice Côte d'Azur | 33723000 | 315000 | 122 | 13 | 1 | 20 | | |
| 2 | CGN | 2 | Cologne Bonn | 32661000 | 396805 | 91 | 27 | 1 | 13 | | |
| 3 | LPA | 3 | Gran Canaria | 32401000 | 261679 | 90 | 26 | 0 | 26 | | |
| 4 | ALC | 4 | Alicante | | | | | 1 | 23 | | |
| 5 | LTN | 5 | London Luton | | | | | 1 | 22 | | |
| 6 | W | 6 | Frederic Chopin | | | | | 0 | 14 | | |
| 7 | FAO | 7 | Faro | | | | | 1 | 20 | | |
| 8 | OPO | 8 | Oporto | | | | | 1 | 30 | | |
| 9 | STN | 9 | Stansted | | | | | 1 | 14 | | |
| 10 | CPH | 10 | Copenhagen | | | | | | | | |
| 11 | MAN | 11 | Manchester | | | | | | | | |
| 12 | VIE | 12 | Vienna | | | | | | | | |
| 13 | OSL | 13 | Oslo | | | | | | | | |
| 14 | DUS | 14 | Düsseldorf | | | | | | | | |
| 15 | MXP | 15 | Malpensa | | | | | | | | |
| 16 | BRU | 16 | Brussels | | | | | | | | |
| 17 | LIS | 17 | Lisbon | | | | | | | | |
| 18 | LHR | 18 | Heathrow | | | | | | | | |
| 19 | CDD | 19 | Charles de Gaulle | | | | | | | | |
| 20 | FRA | 20 | Frankfurt | | | | | | | | |
| 21 | MAD | 21 | Madrid | | | | | | | | |
| 22 | AMS | 22 | Schiphol | | | | | | | | |
| 23 | FCO | 23 | Leonardo Da Vinci | | | | | | | | |
| 24 | MUC | 24 | Munich | | | | | | | | |
| 25 | LGW | 25 | London Gatwick | | | | | | | | |

Data View Variable View

SPSS Statistics Processor is ready.

Variables normalization


FEUP

SPSS Statistics Data Editor

File Edit View Data Transform Analyze Graphs Utilities Addins Window Help

1. Code NCE

| | Code | Order | Airport | Passengers | Movements | Numberofairlines | Mainslineflightsup | MainslineflightsupCo | Maximumpercentagegeoflightsup | Demandpercentagegeoflightsup |
|----|------|-------|----------------------|------------|-----------|------------------|--------------------|----------------------|-------------------------------|------------------------------|
| 1 | NCE | | 1 Nice Côte d'Azur | | | | | | | |
| 2 | CGN | | 2 Cologne Bonn | | | | | | | |
| 3 | LPA | | 3 Gran Canaria | | | | | | | |
| 4 | ALC | | 4 Alicante | | | | | | | |
| 5 | LTN | | 5 London Luton | | | | | | | |
| 6 | W | | 6 Frederic Chopin | | | | | | | |
| 7 | FAO | | 7 Faro | | | | | | | |
| 8 | OPO | | 8 Oporto | | | | | | | |
| 9 | STN | | 9 Stansted | | | | | | | |
| 10 | CPH | | 10 Copenhagen | | | | | | | |
| 11 | MAN | | 11 Manchester | | | | | | | |
| 12 | VIE | | 12 Vienna | | | | | | | |
| 13 | OSL | | 13 Oslo | | | | | | | |
| 14 | DUS | | 14 Düsseldorf | | | | | | | |
| 15 | MXP | | 15 Malpensa | | | | | | | |
| 16 | BRU | | 16 Brussels | | | | | | | |
| 17 | LIS | | 17 Lisbon | | | | | | | |
| 18 | LHR | | 18 Heathrow | | | | | | | |
| 19 | CDD | | 19 Charles de Gaulle | | | | | | | |
| 20 | FRA | | 20 Frankfurt | | | | | | | |
| 21 | MAD | | 21 Madrid | | | | | | | |
| 22 | AMS | | 22 Schiphol | | | | | | | |
| 23 | FCO | | 23 Leonardo Da Vinci | 33723000 | 315000 | 122 | 13 | 0 | 13 | |
| 24 | MUC | | 24 Munich | 32661000 | 396805 | 91 | 27 | 1 | 9 | |
| 25 | LGW | | 25 London Gatwick | 32401000 | 251879 | 90 | 26 | 1 | 12 | |

Data View Variable View

SPSS Statistics Processor is ready

Saving cluster membership as variables
(you must indicate a number of cluster for classification)

Proximity matrix

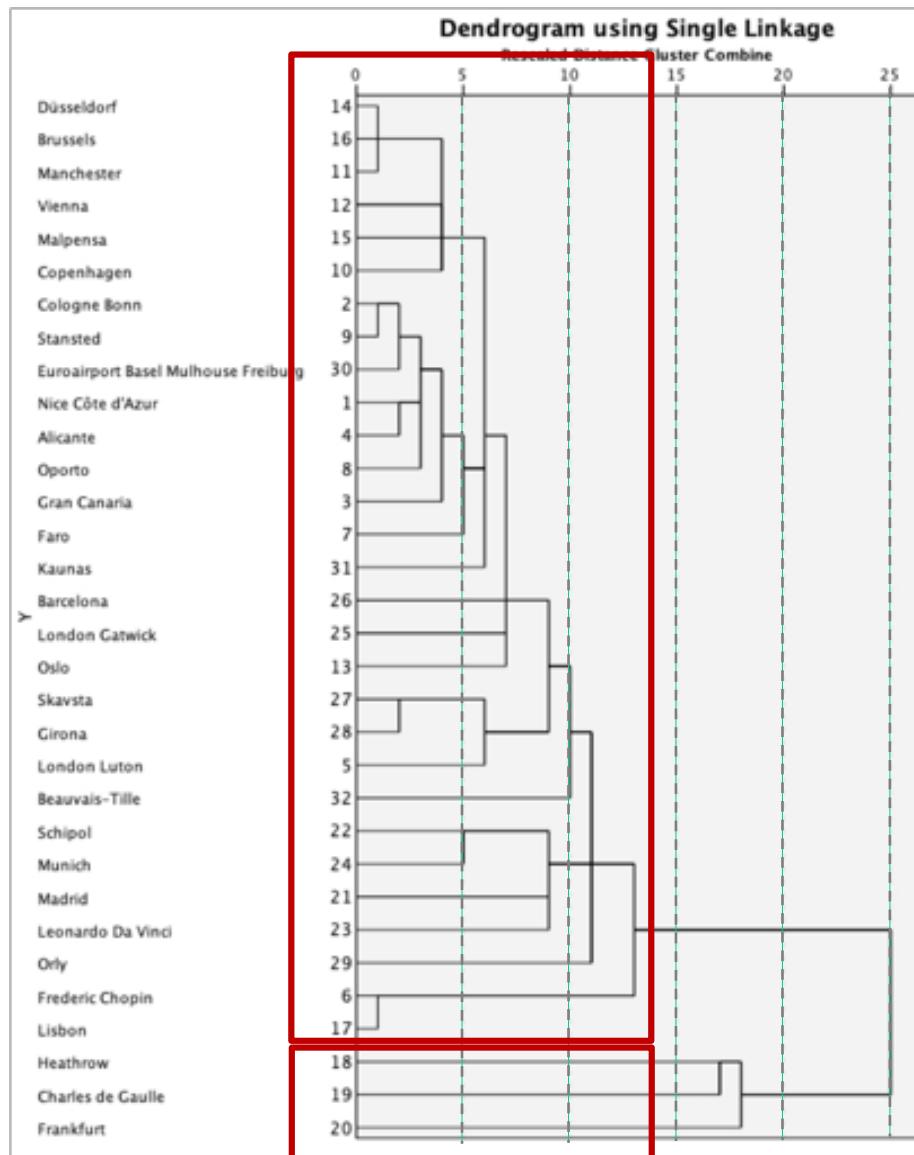
| Case | 1:Nice Côte d'Azur | 2:Cologne Bonn | 3:Gran Canaria | 4:Alicante | 5:London Luton | 6:Frederic Chopin | 7:Faro | 8:Oporto | 9:Stansted | Cop |
|---|--------------------|----------------|----------------|------------|----------------|-------------------|--------|----------|------------|-----|
| 1:Nice Côte d'Azur | .000 | 6.645 | 9.039 | 3.313 | 19.418 | 19.872 | 15.253 | 7.247 | 12.459 | |
| 2:Cologne Bonn | 6.645 | .000 | 8.688 | 3.826 | 9.119 | 25.313 | 14.738 | 9.705 | 2.695 | |
| 3:Gran Canaria | 9.039 | 8.688 | .000 | 4.290 | 17.066 | 20.029 | 7.321 | 5.358 | 13.262 | |
| 4:Alicante | 3.313 | 3.826 | 4.290 | .000 | 13.791 | 21.387 | 8.273 | 3.763 | 8.107 | |
| 5:London Luton | 19.418 | 9.119 | 17.066 | 13.791 | .000 | 44.462 | 25.190 | 15.809 | 7.325 | |
| 6:Frederic Chopin | 19.872 | 25.313 | 20.029 | 21.387 | 44.462 | .000 | 11.659 | 16.550 | 32.313 | |
| 7:Faro | 15.253 | 14.738 | 7.321 | 8.273 | 25.190 | 11.659 | .000 | 4.726 | 21.134 | |
| 8:Oporto | 7.247 | 9.705 | 5.358 | 3.763 | 15.809 | 16.550 | 4.726 | .000 | 15.487 | |
| 9:Stansted | 12.459 | 2.695 | 13.262 | 8.107 | 7.325 | 32.313 | 21.134 | 15.487 | .000 | |
| 10:Copenhagen | 8.237 | 10.593 | 15.192 | 10.790 | 29.498 | 20.649 | 22.368 | 20.165 | 13.721 | |
| 11:Manchester | 11.071 | 10.127 | 14.196 | 12.638 | 28.508 | 21.908 | 23.908 | 22.674 | 12.971 | |
| 12:Vienna | 11.085 | 11.397 | 11.572 | 10.248 | 31.561 | 24.604 | 21.994 | 21.447 | 13.407 | |
| 13:Oslo | 10.938 | 15.960 | 14.134 | 12.656 | 28.500 | 13.117 | 17.013 | 15.720 | 17.764 | |
| 14:Düsseldorf | 11.689 | 5.879 | 11.562 | 9.874 | 24.733 | 29.861 | 23.406 | 21.279 | 8.489 | |
| 15:Malpensa | 10.840 | 11.875 | 17.179 | 16.108 | 27.960 | 25.145 | 28.833 | 25.136 | 13.911 | |
| 16:Brussels | 7.426 | 6.535 | 12.541 | 9.669 | 24.908 | 26.856 | 24.922 | 20.624 | 10.032 | |
| 17:Lisbon | 17.749 | 23.699 | 14.847 | 18.708 | 43.135 | 2.220 | 10.668 | 16.063 | 30.938 | |
| 18:Heathrow | 72.948 | 65.818 | 68.186 | 74.705 | 88.337 | 99.080 | 96.716 | 96.893 | 64.718 | |
| 19:Charles de Gaulle | 66.721 | 66.601 | 72.230 | 72.536 | 93.777 | 85.612 | 93.116 | 94.353 | 65.060 | |
| 20:Frankfurt | 51.474 | 50.796 | 50.826 | 53.853 | 80.273 | 53.291 | 63.301 | 69.336 | 50.912 | |
| 21:Madrid | 19.950 | 28.565 | 30.639 | 27.171 | 51.216 | 31.380 | 41.298 | 37.350 | 29.231 | |
| 22:Schipol | 32.476 | 33.465 | 38.615 | 36.271 | 63.015 | 44.814 | 51.489 | 54.302 | 34.373 | |
| 23:Leonardo Da Vinci | 23.832 | 31.189 | 34.377 | 31.669 | 54.279 | 34.048 | 45.422 | 44.383 | 32.205 | |
| 24:Munich | 29.783 | 27.951 | 34.633 | 33.253 | 56.836 | 30.541 | 41.758 | 47.163 | 28.409 | |
| 25:London Gatwick | 22.443 | 12.764 | 25.154 | 23.297 | 26.700 | 41.899 | 40.715 | 37.483 | 10.650 | |
| 26:Barcelona | 10.630 | 14.178 | 16.220 | 12.944 | 36.380 | 22.624 | 22.582 | 22.555 | 18.734 | |
| 27:Skavsta | 30.291 | 24.485 | 25.117 | 23.275 | 9.885 | 50.356 | 29.307 | 22.377 | 19.154 | |
| 28:Girona | 26.526 | 19.194 | 20.762 | 18.826 | 5.606 | 43.748 | 23.308 | 16.637 | 14.879 | |
| 29:Orly | 15.206 | 8.982 | 16.182 | 14.653 | 17.396 | 45.869 | 33.435 | 25.057 | 11.393 | |
| 30:Europairport Basel Mulhouse Freiburg | 5.455 | 2.981 | 6.955 | 3.993 | 8.528 | 21.818 | 11.535 | 4.541 | 8.639 | |
| 31:Kaunas | 27.562 | 28.571 | 17.368 | 19.395 | 28.159 | 21.642 | 5.890 | 8.249 | 34.984 | |
| 32:Beauvais-Tille | 30.326 | 20.552 | 31.114 | 27.147 | 9.413 | 47.345 | 33.083 | 25.540 | 17.675 | |

Agglomeration schedule

| Stage | Cluster Combined | | Coefficients | Stage Cluster First Appears | | Next Stage |
|-------|------------------|-----------|--------------|-----------------------------|-----------|------------|
| | Cluster 1 | Cluster 2 | | Cluster 1 | Cluster 2 | |
| | | | | | | |
| 1 | 14 | 16 | 2.138 | 0 | 0 | 3 |
| 2 | 6 | 17 | 2.220 | 0 | 0 | 28 |
| 3 | 11 | 14 | 2.689 | 0 | 1 | 10 |
| 4 | 2 | 9 | 2.695 | 0 | 0 | 5 |
| 5 | 2 | 30 | 2.981 | 4 | 0 | 9 |
| 6 | 1 | 4 | 3.313 | 0 | 0 | 8 |
| 7 | 27 | 28 | 3.340 | 0 | 0 | 16 |
| 8 | 1 | 8 | 3.763 | 6 | 0 | 9 |
| 9 | 1 | 2 | 3.826 | 8 | 5 | 12 |
| 10 | 11 | 12 | 4.201 | 3 | 0 | 11 |
| 11 | 11 | 15 | 4.225 | 10 | 0 | 13 |
| 12 | 1 | 3 | 4.290 | 9 | 0 | 14 |
| 13 | 10 | 11 | 4.543 | 0 | 11 | 17 |
| 14 | 1 | 7 | 4.726 | 12 | 0 | 17 |
| 15 | 22 | 24 | 5.140 | 0 | 0 | 24 |
| 16 | 5 | 27 | 5.606 | 0 | 7 | 22 |
| 17 | 1 | 10 | 5.879 | 14 | 13 | 18 |
| 18 | 1 | 31 | 5.890 | 17 | 0 | 19 |
| 19 | 1 | 26 | 6.156 | 18 | 0 | 20 |
| 20 | 1 | 25 | 6.373 | 19 | 0 | 21 |
| 21 | 1 | 13 | 6.504 | 20 | 0 | 22 |
| 22 | 1 | 5 | 7.325 | 21 | 16 | 25 |
| 23 | 21 | 23 | 7.433 | 0 | 0 | 24 |
| 24 | 21 | 22 | 7.642 | 23 | 15 | 26 |
| 25 | 1 | 32 | 8.231 | 22 | 0 | 26 |
| 26 | 1 | 21 | 8.965 | 25 | 24 | 27 |
| 27 | 1 | 29 | 8.982 | 26 | 0 | 28 |
| 28 | 1 | 6 | 10.279 | 27 | 2 | 31 |
| 29 | 18 | 19 | 12.751 | 0 | 0 | 30 |
| 30 | 18 | 20 | 13.445 | 29 | 0 | 31 |
| 31 | 1 | 18 | 17.914 | 28 | 30 | 0 |

- Show the agglomeration order of the observations
- Cases 14 and 16 are the first to be agglomerated
 - In step 3 the case 11 joins that cluster
 - In step 10, 12 joins the cluster,
 - In step 11, 15 joins
 - In step 13, 10 joins
 - etc...

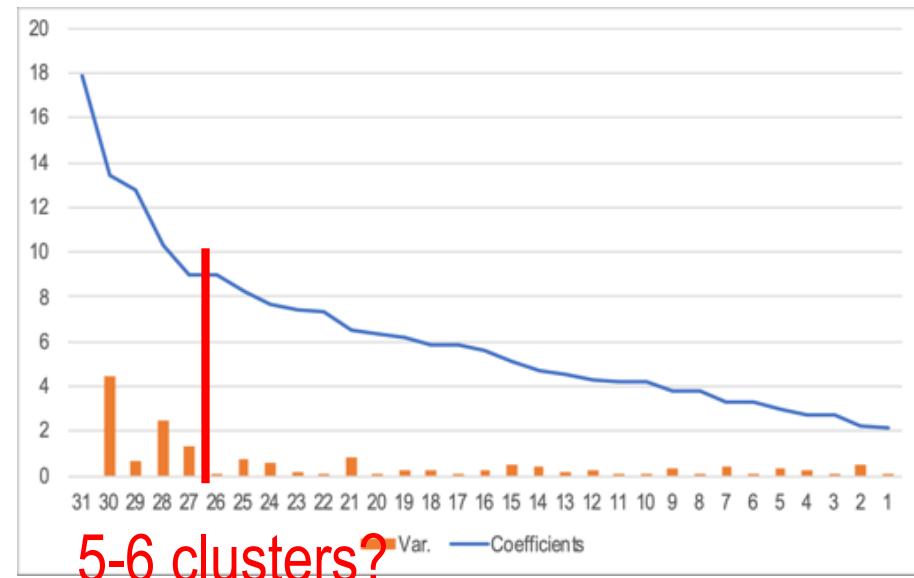
Dendrogram



- What is observed in the previous slide, could be also graphically seen here in the dendrogram

How many clusters should be retained

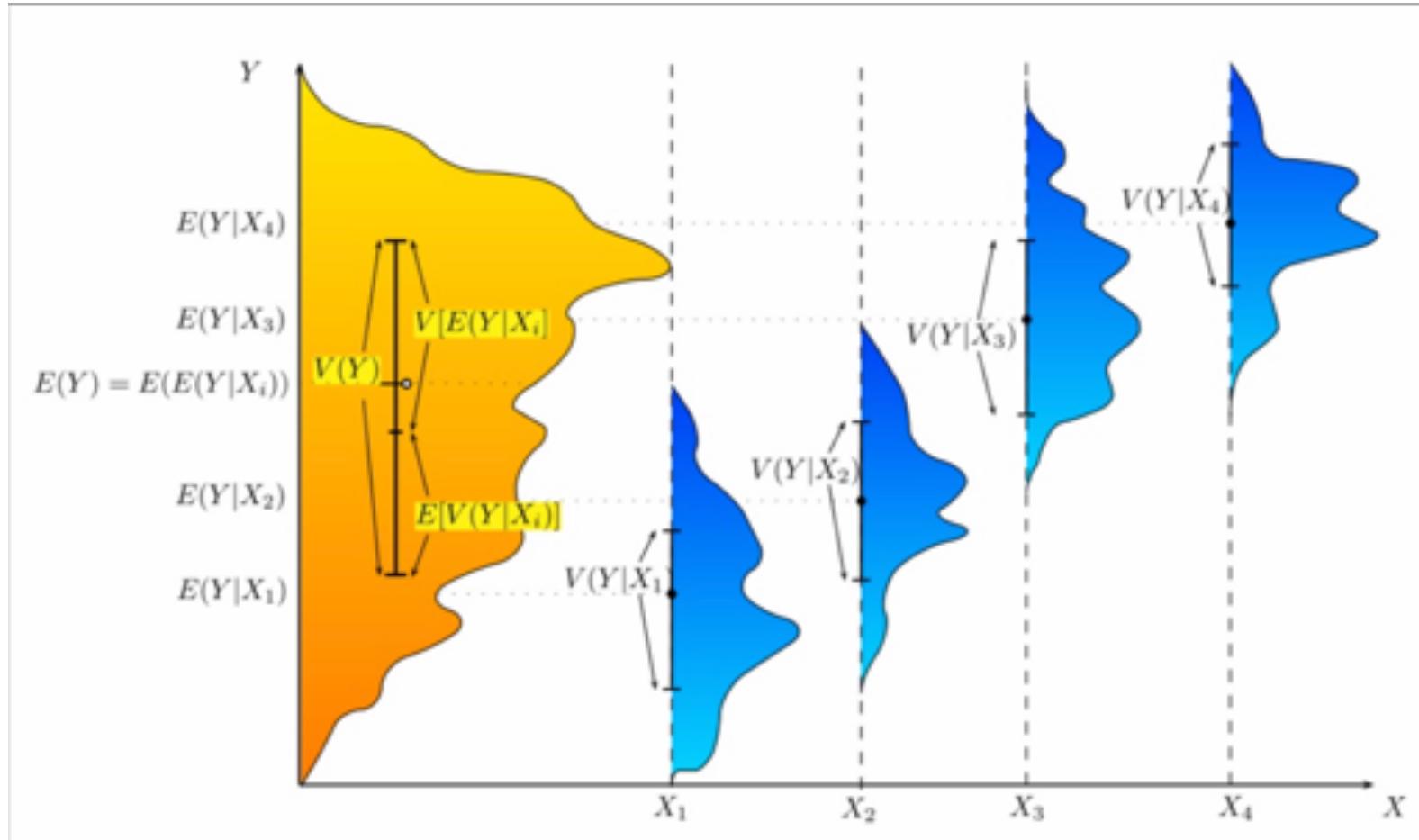
- We can test the possible number of clusters to retain by using two indicators
- Distance between clusters
 - Obtained from the “Agglomeration Schedule” directly in SPSS
- When the curve starts elbowing, agglomeration values don’t change much and is a good indicator for the number of clusters to retain



Analysis of variance

- The objective is to **compare differences between two or more groups for single metric dependent variable.**
- Do the means between the different groups 1 to k differ?
- Test of Hypothesis
 - $H_0: \mu_1 = \mu_2 = \dots = \mu_k$
 - $H_a: \text{one or more of the groups has a different mean}$
 - We want a low p-value in order to reject the null hypothesis that there are no differences between groups/clusters/profiles
 - This is calculated for each variable for clustering

Analysis of variance (II)



Fair fit (no strong overlapping between profiles)

Calculating the ANOVA

Before calculating the ANOVA we should save the cluster estimated in the previous hierarchical cluster analysis for 6 cluster (classifying all 31 clusters)

| | Code | Orders | Passenger | Movements | Numberairlines | Mainairlineflightpercentage | MainairlinelowCosegment | Maximumpassengerpercentage | Dominantgeotrafficpercentage | n |
|----|------|----------------------|-----------|-----------|----------------|-----------------------------|-------------------------|----------------------------|------------------------------|----|
| 1 | NCE | | 9630987 | 119322 | 64 | 18 | 1 | 20 | | |
| 2 | CGN | | 9742300 | 132200 | 29 | 30 | 1 | 13 | | |
| 3 | LPA | | 9155665 | 101657 | 47 | 17 | 0 | 26 | | |
| 4 | ALC | | 9126479 | 74281 | 35 | 29 | 1 | 23 | | |
| 5 | LTN | | 9129053 | 83013 | 11 | 37 | 1 | 22 | | |
| 6 | W | | 8300927 | 115934 | 36 | 31 | 0 | 14 | | |
| 7 | FAO | | 6061901 | 37208 | 23 | 27 | 1 | 28 | | |
| 8 | OPO | | 46009250 | 54107 | 11 | 33 | 1 | 30 | | |
| 9 | STN | | 57962077 | 1463000 | 19 | 17 | 1 | 14 | | |
| 10 | CPH | | | | | | | | | 13 |
| 11 | MAN | | | | | | | | | 13 |
| 12 | VIE | | | | | | | | | 9 |
| 13 | OSL | | | | | | | | | 15 |
| 14 | DUS | | | | | | | | | 11 |
| 15 | MSP | | | | | | | | | 10 |
| 16 | BRU | | | | | | | | | 10 |
| 17 | LIS | | | | | | | | | 22 |
| 18 | LHR | | | | | | | | | |
| 19 | CDO | | | | | | | | | |
| 20 | FRA | | | | | | | | | |
| 21 | MAD | 21 Madrid | 67054745 | 460008 | 99 | 32 | 0 | 18 | | |
| 22 | AMS | 22 Schipol | 60874681 | 518018 | 136 | 24 | 0 | 9 | | |
| 23 | FCO | 23 Leonardo Da Vinci | 50933000 | 463111 | 128 | 26 | 0 | 9 | | |
| 24 | MUC | 24 Munich | 49407147 | 435107 | 82 | 27 | 0 | 23 | | |
| 25 | LGW | 25 London Gatwick | 46299000 | 418672 | 101 | 18 | 0 | 12 | | |
| | | | 33723000 | 319000 | 122 | 13 | 0 | 13 | | |
| | | | 32661000 | 396805 | 91 | 27 | 1 | 9 | | |
| | | | 30401000 | 251879 | 90 | 26 | 1 | 17 | | |

Calculating the ANOVA

Project1 Document1 : SPSS Statistics Viewer

File Edit View Data Transform Insert Format Analyze Graphs Utilities Addins Window Help

ANOVA

One Way ANOVA

Dependent List:

- Origin
- InternationalFlightPercentage
- InternationalJuryCourt
- MinimumPercentageofArrivalsCountry
- DomesticPreference
- NumberofCCairways
- NumberofLowCostAirlines
- NumberofTerminals
- DedicatedTerminals
- PublicTransport
- PT1
- PT2
- PT3
- DifferentBiddingSchemes
- DPS1
- DPS2
- DPS3
- DPS4
- DPS5
- Inhabitants
- GDP_Tot
- Single Linkage
- Single Linkage
- Single Linkage
- Single Linkage

Cognets... Post hoc... Options...

Factor: Single Linkage [CLUB_1]

OK Cancel Help

| | Total | 1044960,558 | 31 | | | |
|--------------------------|----------------|-------------|----|------|-------|------|
| AirportRegionalRelevance | Between Groups | ,268 | 5 | ,054 | 1,073 | ,398 |
| | Within Groups | 1,361 | 26 | ,056 | | |

SPSS Statistics Processor is ready. H 1000, W 607, Z 8



FEUP

Calculating the R squared (I)

| ANOVA | | | | | |
|---------------------------------|----------------|----------------|----|-------------|--------|
| | | Sum of Squares | df | Mean Square | F |
| Passengers | Between Groups | 5,275E15 | 5 | 1,055E15 | 6,335 |
| | Within Groups | 4,330E15 | 26 | 1,665E14 | |
| | Total | 9,605E15 | 31 | | |
| Movements | Between Groups | 2,613E11 | 5 | 5,227E10 | 3,599 |
| | Within Groups | 3,776E11 | 26 | 1,452E10 | |
| | Total | 6,389E11 | 31 | | |
| Numberofairlines | Between Groups | 14245,337 | 5 | 2849,067 | 2,035 |
| | Within Groups | 36399,538 | 26 | 1399,982 | |
| | Total | 50644,875 | 31 | | |
| LowCostAirlinespercentage | Between Groups | 3926,621 | 5 | 785,324 | ,845 |
| | Within Groups | 24159,359 | 26 | 929,206 | |
| | Total | 28085,980 | 31 | | |
| Destinations | Between Groups | 40642,654 | 5 | 8128,531 | 1,334 |
| | Within Groups | 158390,846 | 26 | 6091,956 | |
| | Total | 190933,500 | 31 | | |
| Average_Route_Distance | Between Groups | 1,716E7 | 5 | 3431191,675 | 9,224 |
| | Within Groups | 9671910,500 | 26 | 371996,558 | |
| | Total | 2,683E7 | 31 | | |
| DistancetoclosestAirport | Between Groups | 58556,061 | 5 | 11711,212 | 4,310 |
| | Within Groups | 70645,176 | 26 | 2717,122 | |
| | Total | 129201,238 | 31 | | |
| DistancetoclosestSimilarAirport | Between Groups | 336248,471 | 5 | 67249,694 | 2,467 |
| | Within Groups | 708712,079 | 26 | 27258,157 | |
| | Total | 1044960,550 | 31 | | |
| AirportRegionalrelevance | Between Groups | ,269 | 5 | ,054 | ,059 |
| | Within Groups | 1,301 | 26 | ,050 | |
| | Total | 1,570 | 31 | | |
| Distancetocitykm | Between Groups | 1136,490 | 5 | 227,298 | ,312 |
| | Within Groups | 18926,385 | 26 | 727,938 | |
| | Total | 20062,875 | 31 | | |
| Inhabitantscorrected | Between Groups | 2,843E13 | 5 | 5,685E12 | ,823 |
| | Within Groups | 1,796E14 | 26 | 6,908E12 | |
| | Total | 2,080E14 | 31 | | |
| numberofvisitorscorrected | Between Groups | 9,351E13 | 5 | 1,870E13 | 4,501 |
| | Within Groups | 1,080E14 | 26 | 4,155E12 | |
| | Total | 2,015E14 | 31 | | |
| GDPcorrected | Between Groups | 1,849E9 | 5 | 3,697E8 | 6,099 |
| | Within Groups | 1,576E9 | 26 | 6,062E7 | |
| | Total | 3,425E9 | 31 | | |
| Cargoton | Between Groups | 6,718E12 | 5 | 1,344E12 | 93,460 |
| | Within Groups | 3,738E11 | 26 | 1,438E10 | |
| | Total | 7,092E12 | 31 | | |

$$R^2 = \frac{SQC}{SQT} = \frac{\sum_{i=1}^p \sum_{j=1}^k n_{ij} (\bar{X}_{ij} - \bar{X}_i)^2}{\sum_{i=1}^p \sum_{j=1}^k \sum_{l=1}^{n_i} (X_{ijl} - \bar{X})^2}$$

, Where SQC is sum square between clusters and SQT is the total sum squares of ALL variable for all possible cluster (in this case, 2 to 31)

- When the slope in this curve starts to decrease we can use that value as the number of clusters to be retained



Calculating the R squared (II)

| ANOVA | | | | | | | | | | | | | | | | |
|------------------------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|
| | | Cluster 2 | Cluster 3 | Cluster 4 | Cluster 5 | Cluster 6 | Cluster 7 | Cluster 8 | Cluster 9 | Cluster 10 | Cluster 11 | Cluster 12 | Cluster 13 | Cluster 14 | Cluster 15 | |
| Passenger | Between Groups | 5.001950e+15 | 5.133860e+15 | 5.209410e+15 | 5.209410e+15 | 5.274860e+15 | 7.866070e+15 | 7.973110e+15 | 8.030300e+15 | 8.277180e+15 | 8.285170e+15 | 8.638420e+15 | 8.659420e+15 | 9.003870e+15 | | |
| | Within Groups | 4.803120e+15 | 4.470780e+15 | 4.395200e+15 | 4.395200e+15 | 4.339810e+15 | 1.73606e+15 | 1.631980e+15 | 1.629030e+15 | 1.527770e+15 | 1.326680e+15 | 1.319490e+15 | 9.924280e+14 | 7.452490e+14 | 6.007940e+14 | |
| | Total | 9.804670e+15 | 9.604670e+15 | |
| Movements | Between Groups | 2.50844e+11 | 2.52879e+11 | 2.568490e+11 | 2.568490e+11 | 2.613370e+11 | 4.779460e+11 | 4.821280e+11 | 4.830670e+11 | 4.886170e+11 | 5.171130e+11 | 5.201920e+11 | 5.303630e+11 | 5.488690e+11 | 5.677750e+11 | |
| | Within Groups | 3.88866e+11 | 3.88866e+11 | 3.804750e+11 | 3.804750e+11 | 3.776020e+11 | 1.869860e+11 | 1.568900e+11 | 1.568900e+11 | 1.491190e+11 | 1.218250e+11 | 1.189750e+11 | 1.08575e+11 | 9.023547021 | 7.171643628 | |
| | Total | 6.39703e+11 | 6.39703e+11 | 6.388330e+11 | |
| Numberairlines | Between Groups | 10217.882 | 10375.382 | 14122.208 | 14122.208 | 14245.337 | 24551.622 | 26207.008 | 26233.005 | 27110.305 | 32996.587 | 32995.883 | 34377.308 | 36437.542 | 38817.375 | |
| | Within Groups | 37427.793 | 38688.793 | 38623.867 | 38623.867 | 36398.538 | 26933.273 | 24367.811 | 24111.81 | 23811.81 | 17676.278 | 17660.882 | 16206.307 | 14037.733 | 11827.5 | |
| | Total | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | 50644.875 | |
| NumberofCOflightswkly | Between Groups | 375371.742 | 380376.408 | 388183.423 | 388183.423 | 412320.103 | 588594.378 | 605194.387 | 742200.847 | 747200.847 | 803689.608 | 884966.434 | 984223.582 | 98171.819 | 1102314.038 | |
| | Within Groups | 1146417.877 | 1138713.31 | 1130866.296 | 1130866.296 | 1130496.815 | 932195.341 | 896955.321 | 779589.571 | 774589.571 | 938100.111 | 932295.284 | 537986.187 | 537986.1 | 47854.891 | |
| | Total | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | 1521786.719 | |
| LowCostAirlinepercentage | Between Groups | 2610.839 | 2626.349 | 3495.873 | 3495.873 | 3608.621 | 6809.862 | 9873.596 | 9877.521 | 9877.488 | 11794.988 | 18675.427 | 18496.283 | 18886.772 | 23867.247 | |
| | Within Groups | 25457.341 | 25457.405 | 24863.107 | 24863.107 | 24116.399 | 21166.266 | 18115.424 | 18106.562 | 18106.562 | 18106.512 | 12291.822 | 13006.563 | 9217.867 | 9427.208 | 5416.713 |
| | Total | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | 28085.88 | |
| Destinations | Between Groups | 29602.685 | 30353.362 | 40574.333 | 40574.333 | 40642.654 | 81376.795 | 91550.44 | 98863.65 | 98941.19 | 121574.723 | 123153.235 | 12827.863 | 131702.6 | 151753.571 | |
| | Within Groups | 169340.805 | 162680.108 | 158459.167 | 158459.167 | 158390.846 | 117656.705 | 107483.06 | 100172.81 | 99902.31 | 74568.778 | 75880.265 | 72506.408 | 67300.9 | 47276.829 | |
| | Total | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | 198033.5 | |
| Average_Route_Distance | Between Groups | 1363844.21 | 1529884.88 | 16546213.41 | 16546213.41 | 1715988.38 | 18899152.31 | 19428136.48 | 19889442.73 | 19881143.23 | 20870139.85 | 2108200.18 | 21404179.98 | 21589452.78 | 22083035.71 | |
| | Within Groups | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | 1529162.67 | |
| | Total | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | 28827688.88 | |
| DistanceclosedAirport | Between Groups | 737.264 | 7542.484 | 54810.777 | 54810.777 | 58556.061 | 61326.066 | 61726.066 | 66015.872 | 66114.376 | 66176.879 | 70213.404 | 71784.126 | 71918.586 | 96176.7 | |
| | Within Groups | 128465.874 | 121858.774 | 74386.461 | 74386.461 | 70645.176 | 67866.139 | 67475.15 | 62185.266 | 62866.862 | 62482.266 | 59167.834 | 57417.862 | 57282.673 | 33224.538 | |
| | Total | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | 128201.238 | |
| DistanceclosedSimilarAirport | Between Groups | 3102.437 | 94857.775 | 301164.374 | 301164.374 | 336248.471 | 703049.813 | 731716.543 | 753068.978 | 75178.195 | 74919.717 | 958175.364 | 924377.034 | 924811.107 | 927632.340 | |
| | Within Groups | 1044960.55 | 986122.172 | 743796.177 | 743796.177 | 708712.079 | 344610.737 | 33144.007 | 291401.573 | 285752.265 | 28604.033 | 103885.167 | 120983.516 | 121044.463 | 117238.207 | |
| | Total | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | 1044960.55 | |
| AirportRegionalservice | Between Groups | 0.396 | 0.944 | 0.179 | 0.179 | 0.396 | 0.486 | 0.704 | 0.704 | 0.71 | 1.006 | 1.395 | 1.181 | 1.181 | 1.181 | |
| | Within Groups | 1.584 | 1.526 | 1.382 | 1.382 | 1.301 | 1.081 | 0.896 | 0.896 | 0.896 | 0.581 | 0.526 | 0.41 | 0.386 | 0.386 | |
| | Total | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 | |
| Distancecitykm | Between Groups | 125.236 | 217.703 | 906.708 | 906.708 | 1136.49 | 1374.534 | 4655.625 | 4615.875 | 4607.875 | 19317.401 | 19627.444 | 16206.271 | 16555.808 | 16555.79 | |
| | Within Groups | 19857.309 | 19845.172 | 19153.167 | 19153.167 | 18808.385 | 18808.341 | 15477.25 | 15447 | 15205 | 4745.444 | 4435.401 | 2034.804 | 2607.267 | 2507.265 | |
| | Total | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | 20062.875 | |
| Inhabitantsconnected | Between Groups | 1.96918e+13 | 2.13282e+13 | 2.79542e+13 | 2.79542e+13 | 8.54262e+13 | 9.03598e+13 | 1.01838e+14 | 1.04342e+14 | 1.26220e+14 | 1.27120e+14 | 1.42797e+14 | 1.45182e+14 | 1.55829e+14 | | |
| | Within Groups | 1.88347e+14 | 1.88712e+14 | 1.80384e+14 | 1.80384e+14 | 1.79125e+14 | 1.23611e+14 | 1.09879e+14 | 1.0625e+14 | 1.03888e+14 | 8.14821e+13 | 8.39127e+13 | 8.52916e+13 | 8.26862e+13 | 5.21098e+13 | |
| | Total | 2.08139e+14 | |
| numberVisitorsconnected | Between Groups | 6.01152e+13 | 8.87176e+13 | 1.02388e+13 | 1.02388e+13 | 9.30094e+12 | 1.43211e+14 | 1.43852e+14 | 1.43852e+14 | 1.58899e+14 | 1.58899e+14 | 1.58899e+14 | 1.58899e+14 | 1.58899e+14 | 1.58899e+14 | |
| | Within Groups | 1.47388e+14 | 1.12763e+14 | 1.12303e+14 | 1.12303e+14 | 1.08398e+14 | 5.93315e+13 | 5.78916e+13 | 5.78916e+13 | 4.86534e+13 | 4.30391e+13 | 4.30391e+13 | 4.30391e+13 | 4.30391e+13 | 4.30391e+13 | |
| | Total | 2.01542e+14 | |
| GDPconnected | Between Groups | 841025182.6 | 1036845183 | 1584001374 | 1584001374 | 1848703000 | 1924127854 | 1931057384 | 1931057384 | 1931057384 | 2035000210 | 2199007748 | 2049707196 | 2232087208 | 2232087208 | |
| | Within Groups | 2958340385 | 2361223055 | 1886868684 | 1886868684 | 1576165338 | 1500746284 | 1492707844 | 1492707844 | 1492707844 | 1388696028 | 1254004696 | 1175161042 | 1172781000 | 1220288005 | |
| | Total | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | 3424866238 | |
| Cargo ton | Between Groups | 6.54219e+12 | 6.71819e+12 | 6.71819e+12 | 6.71819e+12 | 6.71819e+12 | 6.89652e+12 | |
| | Within Groups | 5.50396e+11 | 3.74187e+11 | 3.74048e+11 | 3.74048e+11 | 3.73905e+11 | 2.86398e+11 | 2.86398e+11 | 2.86398e+11 | 1.98117e+11 | 1.98012e+11 | 1.98012e+11 | 1.98012e+11 | 1.98012e+11 | 1.98012e+11 | |
| | Total | 7.08205e+12 | |
| Between Groups | 5.08816e+15 | 5.26284e+15 | 5.30398e+15 | 5.30398e+15 | 5.46337e+15 | 8.12206e+15 | 8.23061e+15 | 8.23061e+15 | 8.23061e+15 | 8.23061e+15 | 8.34884e+15 | 8.57242e+15 | 8.57242e+15 | 8.96715e+15 | 9.35171e+15 | |
| | Within Groups | 4.90339e+15 | 4.77187e+15 | 4.68844e+15 | 4.68844e+15 | 4.61821e+15 | 5.19898e+15 | 5.17932e+15 | 5.17932e+15 |
| | Total | 1.00232e+16 | |
| r_squared | | 59.8% | 52.4% | 53.2% | 53.2% | 51.9% | 88.9% | 83.0% | 83.1% | 83.3% | 85.8% | 88.3% | 91.7% | 90.3% | | |

Calculating the R-Squared (III)



- When the slope in this curve starts to decrease we can use that value as the number of clusters to be retained

Untitled2 [DataSet1] - SPSS Statistics Data Editor

File Edit View Data Transform Analyze Graphs Utilities Add-ons Window Help

1. Code 2. Code 3. Orders

| | | | Passenger | Movements | Numberofairlines | Mainairlineflightspercentage | Mainairline,avgCoast | Maximumgeoflightpercentage | Demand |
|----|------|--|-----------|-----------|------------------|------------------------------|----------------------|----------------------------|--------|
| 1 | NCE | | 9630967 | 119322 | 64 | 18 | 1 | 20 | |
| 2 | CGN | | 9742300 | 132200 | 29 | 30 | 1 | 13 | |
| 3 | LPA | | 9156665 | 101657 | 47 | 17 | 0 | 26 | |
| 4 | ALC | | 9139479 | 74281 | 35 | 29 | 1 | 23 | |
| 5 | LTN | | 9129053 | 63013 | 11 | 39 | 1 | 22 | |
| 6 | W... | | 6330927 | 115934 | 36 | 31 | 0 | 14 | |
| 7 | FAO | | 5061801 | 37320 | 23 | 27 | 1 | 28 | |
| 8 | OPO | | 4603250 | 54107 | 11 | 33 | 1 | 30 | |
| 9 | STN | | 19667077 | 155000 | 18 | 57 | 1 | 14 | |
| 10 | CPH | | 19715451 | 296172 | 61 | 23 | 1 | 13 | |
| 11 | MAN | | 19724889 | 172486 | 84 | 15 | 1 | 13 | |
| 12 | VIE | | 18114103 | 240430 | 64 | 29 | 1 | 9 | |
| 13 | OSL | | 16960892 | 211000 | 36 | 38 | 1 | 15 | |
| 14 | DUS | | 17793493 | 214024 | 70 | 31 | 1 | 11 | |
| 15 | MSP | | 17951635 | 227718 | 111 | 19 | 1 | 10 | |
| 16 | BRU | | 16999000 | 231688 | 83 | 29 | 1 | 10 | |
| 17 | LIS | | 13277969 | 136206 | 60 | 31 | 0 | 22 | |
| 18 | LHR | | 67054745 | 460026 | 99 | 32 | 0 | 18 | |
| 19 | CDG | | 60874681 | 518018 | 136 | 24 | 0 | 9 | |
| 20 | FRA | | 50933000 | 463111 | 128 | 26 | 0 | 9 | |
| 21 | MAD | | 49407147 | 435187 | 82 | 27 | 0 | 23 | |
| 22 | AMS | | 46299000 | 418672 | 101 | 18 | 0 | 12 | |
| 23 | FCO | | 33723000 | 319000 | 122 | 13 | 0 | 13 | |
| 24 | MUC | | 32681000 | 396805 | 91 | 27 | 1 | 9 | |
| 25 | LGW | | 32401000 | 251679 | 90 | 26 | 1 | 12 | |

Data View Variable View

Defining the number of clusters

Introducing the variables and case labels

K-Means Cluster Analysis

Variables:

- Passenger
- Movements
- Numberairlines
- NumberLCCairlines
- LowCostAirlinepercentage
- Destinations
- Average_Route_Distance
- DistanceClosestAirport
- DistanceClosestSimilarAirport
- AirportRegionalRelevance

Number of Clusters: Advanced

Iterate and classify Classify only

Cluster Centers:

- Rigid initial
- From previous
- External data file
- Optimal initial
- New random
- From file

OK Cancel Help

Data View Variable View

| | Code | Orders | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
|----|------|----------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | NCE | 1 Nice Côte d'Azur | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 2 | CGN | 2 Cologne Bonn | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | LPA | 3 Gran Canaria | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | ALC | 4 Alicante Elche | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | LTN | 5 London Luton | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | W... | 6 Frederic Chopin | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | FAO | 7 Faro | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | DUS | 8 Düsseldorf | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | MXP | 9 Malpensa | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | BRU | 10 Brussels | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | LIS | 11 Lisbon | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | LHR | 12 Heathrow | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | CDF | 13 Charles de Gaulle | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | FRA | 14 Frankfurt | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | MAD | 15 Madrid | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | AMS | 16 Amsterdam | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | FCO | 17 Leonardo da Vinci | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | MUC | 18 Munich | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | LGW | 19 London Gatwick | | | | | | | | | | | | | | | | | | | | | | | | | | |

Untitled2 [Dataset1] - SPSS Statistics Data Editor

File Edit View Data Transform Analyze Graphics Utilities Analysis Window Help

1 Code NCE

| | Code | Orders |
|----|------|----------------------|
| 1 | NCE | 1 Nice Côte d'Azur |
| 2 | CGN | 2 Cologne |
| 3 | LPA | 3 Gran Canaria |
| 4 | ALC | 4 Alicante |
| 5 | LTN | 5 London |
| 6 | W... | 6 Freddie Laker |
| 7 | FAO | 7 Faro |
| 8 | OPO | 8 Oporto |
| 9 | STN | 9 Stansted |
| 10 | CPH | 10 Copenhagen |
| 11 | MAN | 11 Manchester |
| 12 | VIE | 12 Vienna |
| 13 | OSL | 13 Oslo |
| 14 | DUS | 14 Düsseldorf |
| 15 | MSP | 15 Minneapolis |
| 16 | BRU | 16 Brussels |
| 17 | LIS | 17 Lisbon |
| 18 | LHR | 18 Heathrow |
| 19 | CDO | 19 Charles de Gaulle |
| 20 | FRA | 20 Frankfurt |
| 21 | MAD | 21 Madrid |
| 22 | AMS | 22 Schiphol |
| 23 | FCO | 23 Leonardo da Vinci |
| 24 | MUC | 24 Munich |
| 25 | LGW | 25 London Gatwick |

25603800 2516073 90 26

Data View Variable View

SPSS Statistics Processor is ready

Running Cluster Analysis

Variables: Passengers, MinFlight, Numberofairlines, NumberofLCCairlines, LowCostAirlinepercentage, Destinations, Average_Route_Distance, Distance2ClosestAirport, Distance2ClosestCentralAirport

K-Means Cluster Analysis: Iteration

Maximum Iterations: 100

Convergence Criterion: 0

Use running means

Cluster Centers:

- Rigid initial
- Using previous
- Expert starts me
- Update final
- New patient
- Sign me

OK Back Save Cancel Help

Defining the number of iterations

Nice [Dataset1] - SPSS Statistics Data Editor

File Edit View Data Transform Analyze Graphics Utilities Addins Window Help

Code NCE

| | Code | Orders |
|----|------|----------------------|
| 1 | NCE | 1 Nice Côte d'Azur |
| 2 | CGN | 2 Cologne |
| 3 | LPA | 3 Gran Canaria |
| 4 | ALC | 4 Alicante |
| 5 | LTN | 5 London |
| 6 | W | 6 Freddie Laker |
| 7 | FAO | 7 Faro |
| 8 | OPO | 8 Oporto |
| 9 | STN | 9 Stansted |
| 10 | CPH | 10 Copenhagen |
| 11 | MAN | 11 Manchester |
| 12 | VIE | 12 Vienna |
| 13 | OSL | 13 Oslo |
| 14 | CUS | 14 Düsseldorf |
| 15 | MSP | 15 Malpensa |
| 16 | BRU | 16 Brussels |
| 17 | LS | 17 Lisbon |
| 18 | LHR | 18 Heathrow |
| 19 | CDG | 19 Charles de Gaulle |
| 20 | FRA | 20 Frankfurt |
| 21 | MAD | 21 Madrid |
| 22 | AMS | 22 Schiphol |
| 23 | FCO | 23 Leonardo da Vinci |
| 24 | MUC | 24 Munich |
| 25 | LGW | 25 London Gatwick |

K-Means Cluster Analysis

Variables:

- Passenger
- Movement
- Numberairlines
- NumberofCCRightsway
- LowCostAirlinepercentage
- Destinations
- Average_Route_Distance
- DistanceFlightwestAirport
- DistanceFlighteastCentralAirport
- Airportinternationalairline

Save... Save... Options...

Visible: 42 of 42 Variables

| | LowCost | Maximumpercentage | Demandgeoflightpercentage | n |
|---|---------|-------------------|---------------------------|---|
| 1 | 1 | 20 | | |
| 1 | 1 | 13 | | |
| 0 | 0 | 26 | | |
| 1 | 1 | 23 | | |
| 1 | 1 | 22 | | |
| 0 | 0 | 14 | | |
| 1 | 1 | 29 | | |
| 1 | 1 | 30 | | |
| 1 | 1 | 14 | | |
| 1 | 1 | 13 | | |
| 1 | 1 | 13 | | |
| 1 | 1 | 9 | | |
| 1 | 1 | 15 | | |
| 1 | 1 | 14 | | |
| 0 | 0 | 23 | | |
| 0 | 0 | 12 | | |
| 0 | 0 | 13 | | |
| 1 | 1 | 5 | | |
| 1 | 1 | 12 | | |

K-Means Cluster: Save New Variab...

Number of Clusters:

Cluster Centers:

- Fixed initial
- Current dataset
- Optional start file:
- Update now
- New dataset
- Replace file:

Outer membership

Distance from cluster center

Continue Cancel Help OK

Saving the cluster membership and the distance to the cluster centroids as variables

Data View Variable View SPSS Statistics Processor is ready

K-Means Cluster Analysis

Variables:

- Passenger
- MinTraffic
- NumberAirlines
- NumberCCRightsPerCountry
- DomesticPredominance
- NumberLowCostAirlines
- NumberTerminals
- DedicatedTerminals
- PublicTransport
- PT1
- PT2

Statistics:

- Initial cluster centers
- ANOVA table
- Cluster information for each case

Missing Values:

- Exclude cases pairwise
- Exclude cases allwise

Number of Clusters:

- Fixed initial
- Form clusters
- Optimal k (use K-Means)
- Extract final
- Form greatest
- Form least

Continue Cancel Help

OK Back Save Cancel Help

ANOVA Test and cluster information for each case

Data View Variable View SPSS Statistics Processor is ready

| | LowCo | Maximumpercentage | Domesticgeotrafficpercentage | n |
|----|-------|-------------------|------------------------------|---|
| 1 | 1 | 20 | | |
| 2 | 1 | 13 | | |
| 3 | 0 | 26 | | |
| 4 | 1 | 23 | | |
| 5 | 1 | 22 | | |
| 6 | 0 | 14 | | |
| 7 | 1 | 26 | | |
| 8 | 1 | 30 | | |
| 9 | 1 | 14 | | |
| 10 | 1 | 13 | | |
| 11 | 1 | 13 | | |
| 12 | 1 | 9 | | |
| 13 | 1 | 15 | | |
| 14 | 1 | 11 | | |
| 15 | 1 | 10 | | |
| 16 | 1 | 10 | | |
| 17 | 0 | 22 | | |
| 18 | 0 | 18 | | |
| 19 | 0 | 9 | | |
| 20 | 0 | 9 | | |
| 21 | 0 | 73 | | |
| 22 | 0 | 12 | | |
| 23 | 0 | 13 | | |
| 24 | 1 | 9 | | |
| 25 | 1 | 12 | | |

Iteration history

| Iteration | Change in Cluster Centers | | | | | |
|-----------|---------------------------|------------|------------|------------|------------|------------|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 1 | 2627040.47 | 2465953.12 | 3145745.99 | 4796145.13 | 3448153.30 | 5568562.14 |
| 2 | .000 | .000 | .000 | 1519993.27 | .000 | 1247734.55 |
| 3 | .000 | .000 | .000 | 880925.328 | .000 | 1132612.67 |
| 4 | .000 | 583063.645 | .000 | .000 | .000 | 714269.454 |
| 5 | .000 | .000 | .000 | .000 | .000 | .000 |

a. Convergence achieved due to no or small change in cluster centers. The maximum absolute coordinate change for any center is .000. The current iteration is 5. The minimum distance between initial centers is 7616767.215.

- In each iteration we can see the changes in the cluster centers.
- It takes five iterations to achieve stability in the cluster centers



FEUP

| Cluster Membership | | | |
|--------------------|-------------------------------------|---------|------------|
| Case Number | Airport | Cluster | Distance |
| 1 | Nice Côte d'Azur | 6 | 633575.348 |
| 2 | Cologne Bonn | 6 | 905977.842 |
| 3 | Gran Canaria | 6 | 2741793.99 |
| 4 | Alicante | 6 | 2012775.99 |
| 5 | London Luton | 6 | 2361196.87 |
| 6 | Frederic Chopin | 6 | 3661620.00 |
| 7 | Faro | 4 | 1548420.06 |
| 8 | Oporto | 4 | 1235193.79 |
| 9 | Stansted | 2 | 2061153.47 |
| 10 | Copenhagen | 2 | 1258789.16 |
| 11 | Manchester | 2 | 1578103.98 |
| 12 | Vienna | 2 | 2338111.06 |
| 13 | Oslo | 2 | 2575736.28 |
| 14 | Düsseldorf | 2 | 1630939.32 |
| 15 | Malpensa | 2 | 3754740.59 |
| 16 | Brussels | 2 | 2207785.26 |
| 17 | Lisbon | 6 | 4285616.72 |
| 18 | Heathrow | 3 | 3145745.99 |
| 19 | Charles de Gaulle | 3 | 3145745.99 |
| 20 | Frankfurt | 5 | 2851901.20 |
| 21 | Madrid | 5 | 1106910.45 |
| 22 | Schipol | 5 | 3448153.30 |
| 23 | Leonardo Da Vinci | 1 | 3396777.68 |
| 24 | Munich | 1 | 2627040.47 |
| 25 | London Gatwick | 1 | 3503480.52 |
| 26 | Barcelona | 1 | 5081897.12 |
| 27 | Skavsta | 4 | 2270076.58 |
| 28 | Girona | 4 | 2397493.97 |
| 29 | Orly | 2 | 6618034.89 |
| 30 | Euroairport Basel Mulhouse Freiburg | 4 | 1400337.74 |
| 31 | Kaunas | 4 | 3726858.87 |
| 32 | Beauvais-Tille | 4 | 5285551.97 |

Cluster membership

- This table allow us to see to which cluster each airport belongs, and how far from the cluster center it is (Distance).

Final cluster centers

Final Cluster Centers

| | Cluster | | | | | |
|---------------------------------|------------|------------|------------|------------|------------|------------|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| Movements | 311666 | 213832 | 489022 | 47828 | 438990 | 108942 |
| Passengers | 31556671 | 18991616 | 63964713 | 3525226 | 48556382 | 9799481 |
| Numberofairlines | 100 | 63 | 118 | 9 | 104 | 39 |
| NumberofLCCflightsweekly | 575 | 466 | 720 | 129 | 624 | 289 |
| LowCostAirlinespercentage | 18.5113981 | 21.0234578 | 9.4177065 | 81.5573663 | 13.2320097 | 39.0757326 |
| Destinations | 242 | 194 | 243 | 69 | 267 | 126 |
| Average_Route_Distance | 2375 | 2354 | 4711 | 1508 | 2996 | 1879 |
| DistancetoclosestAirport | 78.687948 | 65.192021 | 41.646632 | 127.634463 | 69.905070 | 114.012213 |
| DistancetoclosestSimilarAirport | 301.160832 | 227.991590 | 216.046139 | 151.568404 | 493.947213 | 246.425329 |
| AirportRegionalrelevance | .79083269 | .72968233 | .69882575 | .61286704 | .94346327 | .73175601 |
| Distancetocitykm | 30 | 22 | 24 | 44 | 11 | 17 |
| Inhabitantscorrected | 7617844.75 | 4618520.16 | 7472517.75 | 2217498.04 | 6278199.17 | 3367686.10 |
| numberofvisitorscorrected | 5030589.60 | 2133872.11 | 9190522.00 | 1032241.19 | 4248534.17 | 1547505.75 |

- This is the average distance of each variable to every cluster center

Distance between cluster centers

| Distances between Final Cluster Centers | | | | | | |
|---|------------|------------|------------|------------|------------|------------|
| Cluster | 1 | 2 | 3 | 4 | 5 | 6 |
| 1 | | 13239225.7 | 32674743.1 | 28826758.7 | 17070813.5 | 22441303.3 |
| 2 | 13239225.7 | | 45613559.8 | 15691247.8 | 29687580.9 | 9295953.06 |
| 3 | 32674743.1 | 45613559.8 | | 61215186.1 | 16225560.1 | 54856924.1 |
| 4 | 28826758.7 | 15691247.8 | 61215186.1 | | 45329812.2 | 6399878.48 |
| 5 | 17070813.5 | 29687580.9 | 16225560.1 | 45329812.2 | | 38961172.2 |
| 6 | 22441303.3 | 9295953.06 | 54856924.1 | 6399878.48 | 38961172.2 | |

- Distances between each cluster centers.

Number of Cases in each Cluster

| | | |
|---------|---|--------|
| Cluster | 1 | 4,000 |
| | 2 | 9,000 |
| | 3 | 2,000 |
| | 4 | 7,000 |
| | 5 | 3,000 |
| | 6 | 7,000 |
| Valid | | 32,000 |
| Missing | | ,000 |

Variables and clusters

- The objective is to evaluate which variables allow the cluster separation
- If one variable discriminates well the clusters then its variability between clusters is high and its variability within the clusters is small
- The F-test null hypothesis is “variance within cluster is equal to variance between clusters”
- $F = QMC/QME$
 - QMC – Cluster mean square
 - QME – Error means square
- Higher F means higher contribution to the clusters definition

| | Cluster | | Error | | F | Sig. |
|---------------------------------|-------------|----|-------------|----|---------|------|
| | Mean Square | df | Mean Square | df | | |
| Movements | 1.219E+11 | 5 | 1.139E+9 | 26 | 106.974 | .000 |
| Passengers | 1.893E+15 | 5 | 5.340E+12 | 26 | 354.501 | .000 |
| Numberofairlines | 7907.850 | 5 | 427.139 | 26 | 18.514 | .000 |
| NumberofLCCflightsweekly | 223132.430 | 5 | 15620.291 | 26 | 14.285 | .000 |
| LowCostAirlinespercentage | 4159.735 | 5 | 280.281 | 26 | 14.841 | .000 |
| Destinations | 29930.563 | 5 | 1899.257 | 26 | 15.759 | .000 |
| Average_Route_Distance | 3746221.58 | 5 | 311413.884 | 26 | 12.030 | .000 |
| DistancetoclosestAirport | 5177.546 | 5 | 3973.596 | 26 | 1.303 | .293 |
| DistancetoclosestSimilarAirport | 52703.433 | 5 | 30055.515 | 26 | 1.754 | .158 |
| AirportRegionalrelevance | .050 | 5 | .051 | 26 | .983 | .447 |
| Distancetocitykm | 741.823 | 5 | 628.991 | 26 | 1.179 | .346 |
| Inhabitantscorrected | 2.232E+13 | 5 | 3.710E+12 | 26 | 6.016 | .001 |
| numberofvisitorscorrected | 2.894E+13 | 5 | 2.187E+12 | 26 | 13.233 | .000 |

The F tests should be used only for descriptive purposes because the clusters have been chosen to maximize the differences among cases in different clusters. The observed significance levels are not corrected for this and thus cannot be interpreted as tests of the hypothesis that the cluster means are equal.

Exercise



- Standardize the variables and run again the K-means cluster, compare the obtained results and analyze which variables should be removed

Recommended Readings

- Hair, Joseph P. et al (1995) “Multivariate Data Analysis with Readings”, Fourth Edition, Prentice Hall - Chapter 9
- Maroco, João (2003) “Análise Estatística com utilização do SPSS”, Ed. Sílabo– Capítulo 11