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31   2001-2019

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100   Email: hxjiang@shnu.edu.cn

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[1]

Hansen   1959

[2]   2011

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Jasper Williigers   2004

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[4]　　　　　　　　　　　2011

[5]　　　　　　　　2015

[6]　Vickerman R.　2015　　　　Chen

Vickerman R　2017

[7]　[8]

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200

2001-2019 31

21 2001

1.49 2019 13

13.52

16

1

		2001			**2018**			**2018**
1		2444.22	1		15303.50	11		4645.30
2		2358.63	2		12179.41	12		4501.49
3		2066.04	3		10821.63	13		4202.89
4		864.52	4		7052.10	14		3759.60
5		667.92	5		7015.77	15		3531.46
6		656.75	6		6714.98	16		3362.10
7		631.40	7		6270.40	17		3257.18
8		606.60	8		5844.00	18		3031.08
9		560.01	9		5174.04	19		2904.90
10		500.93	10		5109.86	20		2754.81
		14873.68						135162.91

2001 2019

http://www.caac.gov.cn

1 2001 2019

2001 46% 2018

28%

2001 500

10 8 8

201

63%　2019　　　　　5000　　　　　10　　　　6

3000　　　　　18　　　8

8　　　　　　　　　　　44%

2019　　　　　　　　　　　　　3000

[9]

2

2

2

2　　1

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			%					
		2001		2019			2001	2019
1		18.60		57.43	1		339.47	92195.11
2		17.10		48.18	2		292.40	90416.32
3		10.80		38.48	3		256.56	72376.57
4		10.80		27.38	4		248.44	70871.95
5		7.20		25.58	5		219.17	69056.10
6		6.90		24.86	6		198.04	49939.97
7		6.90		22.85	7		176.79	39866.58

202

（　　）

8		6.70		22.39	8		152.37		31615.23
9		6.40		21.66	9		135.48		24214.59
10		6.40		21.09	10		128.30		21971.75

Education Input   E   /

G2 G3

[14]

(G2   G3)

U

Urban   U

B M H   [14]   [15]

[16]

"   "   [17]

Bus   B   Metro   M

HSR   H

[18]

1

$$Talent = F(EducationInput, Economic, Infrastructure, ...) \qquad 1$$

1   Education Input   Economic

Infrastructure

2

A

$$T_{i1} = \alpha_i + \beta_1 A_{i1} + \beta_2 G_{i1} + \beta_3 E_{i1} + \beta_4 U_{i1} + \beta_5 B_{i1} + \beta_6 M_{i1} + \beta_7 H_{i1} + \varepsilon_{i1} \qquad 2$$

2   i   t   T

%   A

G

G2   G3   %   E   E

/   U   U   %

$$T_{it} = C_i + \gamma_0 T_{it-1} + \gamma_1 A_{it} + \gamma_2 G_{it} + \gamma_3 E_{it} + \gamma_4 U_{it} + \gamma_5 B_{it} + \gamma_6 M_{it} + \gamma_7 H_{it} + \mu_{it}$$

3

3   , Tit-1   0   Tit-1   Tit

"

"   0

2

1

2001   2019

2

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
C	-12.96***	-9.14**	-29.81**	-13.79	-10.52***	-9.70**	-33.7***	-5.49
-1					0.47***	0.43***	0.37***	0.23***
	0.19***	0.21***	0.14***	0.36	0.14***	0.17***	0.11***	0.19
	0.06**	0.02*	0.04	0.08**	0.01*	0.00	0.04	████
	0.89**	0.76**	0.38	0.98***	0.69***	0.45***	0.40	0.74***
	0.16***	0.19***	0.25**	-0.10	0.10***	0.12**	████	████

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"   "

[19][20]

2

3   5   8   R2   DW

3

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	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
C	-16.14**	-9.70**	-23.61**	-29.81**	-33.7***	-37.02**	13.79**	-5.49**	16.27***
-1	0.57***	0.39***	0.55***	0.23***	0.27***	0.24*	0.06*	0.06*	0.13*
	0.49***	0.33***	0.17***	0.26***	0.14***	0.10***	-0.03	0.09	0.14
	0.00	0.00	0.02	0.01	0.02	0.04	0.01***	0.04**	0.04**
	0.79**	0.68***	0.70***	0.46	0.39	0.40	0.96***	0.81*	0.49**
	0.09***	0.10**	0.31***	0.25**	0.28**	0.35**	-0.23	0.21	0.35
	0.34**	0.27**	0.18***	0.21***	0.16**	0.11**	-0.09**	-0.16*	-0.08
	0.10***	0.03**	0.15	0.08	0.10*	0.17*	0.14	0.27	0.09
	0.27***	0.22***	0.11***	0.20*	0.16*	0.35*	0.23	0.19	0.16
	0.24**	0.31*	0.19*	0.11**	0.26	0.08*	0.09	0.15	-0.16
R²	0.68	0.71	0.71	0.66	0.68	0.66	0.66	0.69	0.69
AR²	0.68	0.70	0.71	0.65	0.68	0.64	0.66	0.68	0.68
D-W	1.34	1.58	1.54	1.86	1.99	2.01	1.65	1.70	1.82
F	45.62	105.09	186.56	33.78	38.19	98.62	15.74	69.05	45.36

" *"   " **"   " ***"   10%   5%   1%

4   4

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4   9   17

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2001—2019   31

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[18]È

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Research on the correlation between aviation accessibility and regional Talent gathering Ability
Empirical analysis based on static and dynamic panel data models

Abstract: The use process of talent elements put particular emphasis on time value, thus higher aviation accessibility can improve regional talents gathering ability. The static analysis results based on the panel data of 31 provinces from 2001 to 2019 confirm the positive role of aviation accessibility in promoting the regional talent gathering ability, and the effect was more significant in the eastern and central regions. The improvement of talent gathering ability is also affected by many factors such as regional education investment, industrial structure and population structure, among which the promotion effect of education investment on regional talent gathering ability is the most significant in the western region. The upgrading of industrial structure in the central region has the most significant impact on the regional talent gathering ability, while the upgrading of industrial structure in the western region has a negative impact on the regional talent gathering ability, which means that there are still some problems in the upgrading of industrial structure in the western region. The influence of urban population ratio on regional talent gathering ability is positive and significant in eastern and western regions, but not significant in central regions. Dynamic panel data model analysis results further confirms the results of static analysis, and found that the long-term flow of talent elements exist in the phenomenon of "path dependence". In other words, the eastern region has a siphon effect on the talents from other regions depending on the original talent scale. In addition, the dynamic panel model also shows that the influence of air accessibility on the agglomeration of different talent types is different.. Accordingly, this paper puts forward countermeasures and suggestions for improving the talent gathering ability of the three economic zones, namely, the east, the middle and the west.

Key words: aviation accessibility; talent gathering ability; path dependence