摘　要

近年来，中共中央、中国民用航空局和国家发展和改革委员会等各有关部门，提出重点支持偏远地区发展支线航空事业。在旅游资源丰富、景点跨度较大的贵州省，支线机场的运营，不仅依靠所在地旅游产业发展，也为当地旅游人数的增加提供了保障。基于贵州8个非省会地州市支线机场和区域旅游发展的面板数据，综合参考并借鉴旅游学、经济地理学、区域经济学、灰色系统和计量经济学等多学科研究范式，从理论上和实践上探讨了二者的关联互动机制。

研究结果显示：（1）从理论分析的角度来看，贵州省支线机场和区域旅游之间存在着相互反馈、协调共存的关联互动机制。（2）从关联关系的实证检验结果来看，二者关联关系虽然十分明显，但各地州市间不平衡和不充分的发展现状严重，区域差异化趋势较大：①支线机场吞吐量同四大类指标（地区经济、居民收入、人口就业和区域旅游）的各下属指标之间均存在一定的关联性，灰色关联度值均维持在0.5～0.8的水平区间内；绝大多数地州市（黔东南州和六盘水市除外）支线机场吞吐量同区域旅游相关指标（旅游总人数和旅游总收入）关联性质最为明显。②支线机场吞吐量同区域旅游相关指标灰色关联度值象限图显示：第Ⅰ象限为黔西南州、黔东南州、黔南州和遵义市（旅游总人数高，旅游总收入高）；第Ⅱ象限为安顺市（旅游总人数不高，旅游总收入高）；第Ⅲ象限为六盘水市和铜仁市（旅游总人数不高，旅游总收入不高）；第Ⅳ象限为毕节市（旅游总人数高，旅游总收入不高）。③各地州市支线机场与旅游总人数关联系数的时序演变特征波动变化明显，在 2014—2022 年的发展阶段里，总体上呈现出“M”型变动趋势；而与旅游总收入关联系数则起伏差异特征明显，在 2014—2022 年的发展阶段里，总体上呈现出“W+倒 V”型的排浪式变化特征。④支线机场与旅游总人数关联系数的空间演变总体上虽存在波动下降的阶段性变化态势，但区域空间分异呈现出相对均衡的发展趋势；而与旅游总收入关联系数虽然也存在着波动下降的变化态势，但各地州市随时间变化，空间分布差异化趋势正在逐步扩大。（3）从互动机理的实证检验结果来看，贵州省支线机场和区域旅游互动机制受阻现象较为明显：①相互影响关系上，当前二者之间是一种“非对称”的互动关系。②长期趋势分析上，支线机场发展对区域旅游发展具有持续稳定的正向影响，但该影响存在滞后效应且影响程度不高；区域旅游发展对支线机场发展尚未形成积极有效的推动作用，短期内二者错位发展现象正逐渐拉大；总体

上二者自身驱动力都不高，随着时间的推移，未来均无法支撑自身高效持续发展。③影响程度分解上，支线机场发展对区域旅游发展贡献作用有限，区域旅游发展后期自身驱动能力较弱，主要依靠经济发展水平和地方政府给予的财政补贴来促进自身发展；而区域旅游发展对支线机场发展尚未形成良性互动机制，支线机场发展除了依靠自我驱动能力之外，还离不开当地经济发展水平和地方政府给予的财政补贴力度；公路交通发展对区域旅游的贡献度大于对当地支线机场的影响。

针对研究结果，结合“十四五”期间民航业和旅游业发展的新形式和新变化，立足贵州当地实际，提出了一系列解决当前支线机场发展瓶颈、推进二者协同发展的建议与对策：首先，充分利用自身资源优势，重点发展避暑旅游航线；其次，借力通航短途运输东风，构建立体航空旅游网络；最后，强化行业交流互通机制，培育高素质航旅人才。不仅在理论上弥补了学界对这一研究的不足，从支线机场引发的区域旅游变革，为“民航+旅游”提供了新思路与新方法；在实践上通过将支线机场发展作为着力点，不仅推动了区域旅游转型升级，也为其他兄弟省份构建“快旅慢游”交通体系提供了参考案例，最终为“十四五”期间民航业和旅游业高质量协同发展提供智慧和力量。

关键词：支线机场；区域旅游；关联关系；互动机理；贵州省

Abstract

In recent years, the Central Committee of the Communist Party of China, the Civil Aviation Administration of China, the National Development and Reform Commission and other relevant departments have proposed to focus on supporting the development of regional aviation in remote areas. In Guizhou Province, which is rich in tourism resources and has a large span of scenic spots, the operation of the regional airport not only relies on the development of the local tourism industry, but also provides a guarantee for the increase of the number of local tourists. Based on the panel data of branch airports and regional tourism development in 8 non-capital prefectures and cities in Guizhou, this paper comprehensively refers to and draws lessons from multi-disciplinary research paradigms such as tourism, economic geography, regional economics, grey system and econometrics, and discusses the correlation and interaction mechanism between the two in theory and practice.

The results of the study show that : （1）From the perspective of theoretical analysis, there is an interactive mechanism of mutual feedback and coordinated coexistence between regional airports and regional tourism in Guizhou Province. （2）From the empirical test results of the correlation relationship, although the correlation between the two is very obvious, the unbalanced and inadequate development status between cities is serious, and the regional differentiation trend is large :①There is a certain correlation between the throughput of regional airports and the subordinate indicators of the four major categories of indicators (regional economy, residents ' income, population employment and regional tourism), and the grey correlation degree values are maintained in the level range of 0.5 ~ 0.8 ; most prefectures and cities (except Qiandongnan Prefecture and Liupanshui City) have the most obvious correlation between the throughput of regional airports and regional tourism-related indicators (total number of tourists and total tourism income).②The quadrant diagram of the gray correlation degree between the throughput of the regional airport and the regional tourism-related indicators shows that the first quadrant is Qianxinan Prefecture, Qiandongnan Prefecture, Qiannan Prefecture and Zunyi City (the total number of tourists is high, and the

total tourism income is high) ; the second quadrant is Anshun City (the total number of tourists is not high, the total tourism income is high) ; the third quadrant is Liupanshui City and Tongren City (the total number of tourists is not high, the total tourism income is not high) ; the fourth quadrant is Bijie City (the total number of tourists is high, the total tourism income is not high).③The temporal evolution characteristics of the correlation coefficient between regional airports and the total number of tourists in various prefectures and cities fluctuate obviously. In the development stage from 2014 to 2022, it generally shows an ' M ' type change trend ; however, the correlation coefficient with total tourism income has obvious fluctuation characteristics. In the development stage from 2014 to 2022, it generally shows the characteristics of ' W + inverted V ' wave-type change.④Although the spatial evolution of the correlation coefficient between regional airports and the total number of tourists generally has a fluctuating downward trend, the regional spatial differentiation shows a relatively balanced development trend. Although the correlation coefficient with the total tourism income also has a fluctuating downward trend, the trend of spatial distribution differentiation is gradually expanding with time.（3）From the results of the empirical test of the interaction mechanism, the phenomenon of the interaction mechanism between the regional airport and the regional tourism in Guizhou Province is more obvious : ①In terms of mutual influence, the current interaction between the two is an ' asymmetric ' interaction.②In the long-term trend analysis, the development of feeder airports has a sustained and stable positive impact on regional tourism development, but the impact has a lag effect and the degree of impact is not high. The development of regional tourism has not yet formed a positive and effective role in promoting the development of regional airports. In the short term, the phenomenon of dislocation development between the two is gradually widening. On the whole, the driving forces of the two are not high. With the passage of time, they cannot support their own efficient and sustainable development in the future.③In terms of the decomposition of influence degree, the development of regional airports has limited contribution to the development of regional tourism. In the later stage of regional tourism development, its driving ability is weak, and it mainly relies on the level of economic development and financial subsidies given by local governments to promote its own development. The

development of regional tourism has not yet formed a benign interaction mechanism for the development of regional airports. In addition to relying on self-driving ability, the development of regional airports is also inseparable from the level of local economic development and the financial subsidies given by local governments. The contribution of highway traffic development to regional tourism is greater than the impact on local feeder airports.

Based on the research results, combined with the new forms and new changes of the development of civil aviation and tourism during the ' 14 th Five-Year Plan ' period, and based on the local reality of Guizhou, a series of suggestions and countermeasures to solve the current bottleneck of the development of regional airports and promote the coordinated development of the two are proposed : Firstly, make full use of its own resource advantages, focusing on the development of summer tourism routes; Secondly, build a three-dimensional aviation tourism network by taking advantage of the short-distance transportation of general aviation; Finally, strengthen the industry exchange mechanism and cultivate high-quality aviation talents. It not only makes up for the lack of academic research in theory, but also provides new ideas and new methods for " civil aviation + tourism " from the regional tourism reform caused by regional airports. In practice, by focusing on the development of regional airports, it not only promotes the transformation and upgrading of regional tourism, but also provides a reference case for other brother provinces to build a ' fast travel and slow travel ' transportation system, and finally provides wisdom and strength for the high-quality coordinated development of civil aviation and tourism during the ' 14th Five-Year Plan ' period.

Key Words: Regional Airports; Regional Tourism; Correlation Relationship; Interaction Mechanism; Guizhou Province

目　录

摘　要 III
Abstract V
1　绪　论 1
1.1　研究背景 1
1.1.1　贵州省旅游资源得天独厚 1
1.1.2　贵州省支线航空运输市场方兴未艾 2
1.1.3　支线机场与区域旅游发展关系密切 3
1.2　研究目的与研究意义 4
1.2.1　研究目的 4
1.2.2　研究意义 4
1.3　文献综述 5
1.3.1　航空业和旅游业互动关系研究 5
1.3.2　旅游流和航空运输网络的关系研究 6
1.3.3　机场布局对旅游目的地开发的影响研究 7
1.3.4　机场运营与旅游产业发展关系研究 8
1.3.5　文献述评 10
1.4　研究内容、方法与技术路线 10
1.4.1　研究内容 10
1.4.2　研究方法 11
1.4.3　研究思路与技术路线 12
2　相关概念与理论基础 14
2.1　相关概念 14
2.1.1　支线机场 14
2.1.2　区域旅游 14
2.2　理论基础 15
2.2.1　增长极理论 15

2.2.2 中心—边缘理论.....16
2.2.3 交通经济带理论.....17
2.2.4 距离衰减理论.....18
2.3 本章小结.....18
3 贵州省支线机场与区域旅游的现状分析和关联互动机制.....20
3.1 研究范围界定与空间布局分析.....20
3.2 贵州省支线机场发展现状分析.....21
3.2.1 贵州省支线机场航线组织形式.....21
3.2.2 贵州省支线机场发展现状.....22
3.3 贵州省区域旅游发展现状分析.....24
3.3.1 贵州省区域旅游资源发展现状.....24
3.3.2 贵州省区域旅游经济发展现状.....25
3.4 贵州省支线机场与区域旅游的关联互动机制.....27
3.4.1 贵州省支线机场对区域旅游的支撑作用.....27
3.4.2 贵州省区域旅游对支线机场的驱动作用.....27
3.5 本章小结.....29
4 贵州省支线机场与区域旅游关联关系的实证研究.....30
4.1 研究模型及方法原理.....30
4.1.1 研究模型介绍.....30
4.1.2 分析原理步骤.....30
4.2 指标选取与数据来源.....31
4.2.1 研究指标选取.....31
4.2.2 数据来源.....33
4.3 灰色关联度实证结果分析.....34
4.3.1 各指标灰色关联度大小比较.....34
4.3.2 各指标灰色关联序大小排名.....35
4.3.3 区域旅游指标象限图分析.....36
4.4 支线机场同区域旅游灰色关联系数时空演变分析.....38
4.4.1 支线机场旅客吞吐量与区域旅游相关指标的时间演变分析.....38

4.4.2 支线机场旅客吞吐量与区域旅游相关指标的空间演变分析.....44
4.5 本章小结.....47
5 贵州省支线机场与区域旅游互动机理的实证研究.....49
5.1 实证模型构建与指标选取.....49
5.2 面板平稳性检验.....50
5.2.1 面板单位根检验.....50
5.2.2 协整检验.....51
5.3 实证结果分析.....52
5.3.1 相互影响关系分析.....52
5.3.2 长期趋势分析.....54
5.3.3 影响程度分解.....56
5.4 本章小结.....58
6 贵州省支线机场与区域旅游协同发展的建议与对策.....59
6.1 充分利用自身资源优势，重点发展避暑旅游航线.....59
6.1.1 出台相关政策扶持.....59
6.1.2 全力做好营销工作.....60
6.1.3 完善各类旅游产品.....60
6.2 借力通航短途运输东风，构建立体航空旅游网络.....60
6.2.1 缔结航空旅游联盟.....61
6.2.2 推进中转衔接服务.....62
6.2.3 打造信息共享平台.....62
6.3 强化行业交流互通机制，培育高素质航旅人才.....62
6.3.1 强化人才供给能力.....63
6.3.2 创新人才共享模式.....63
6.3.3 完善人才流动机制.....63
6.4 本章小结.....64
7 结论与展望.....65
7.1 主要结论.....65
7.2 创新之处.....66

7.3　研究局限与展望.....67
参考文献.....69
附　录.....78
致　谢.....81
攻读学位期间取得的科研成果清单.....82

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