

Airport Cluster in Mexico City, a spatial approach using a regionalized input - output matrix from the top-down approach.

Topic: Clusters

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The operation of airport clusters and services facilitates the performance of activities jointly around a key economic activity, the airport infrastructure, characterized by linkages and economic complementarities in the production process, causing an economic and spatial agglomeration processes and a spill of valued added. A new airport will be constructing for Mexico city and its region. Therefore it is on debate its economic and social impacts over the city and on the location site. Thus, the purpose of this research is to analize and to characterize the main economic impacts generated in local and regional levels by the New International Airport in Mexico City (NIAMC), through a regionalized input-output matrix and its spatial entailment at the place where the new project will be located. The methodology has four steps: 1. Identification and delimitation of the economic and spacial functionality of the airport, considering the principal market area and its immediate influence area. Using mainly a flows index of passengers clasified by origin and destination. 2. Identification of value chains associated to airport services and its related activities, starting into the build airport stage. This analysis it will be complemented with an economic and demographic characterization in the zone, where the new airport will be located. 3. The construction of the regionalized input-output matrix, take into account as a main ingredient the airport value chain and its economic activities related, leaving aside the rest of the economic activities of the region as an aggregate, using the top-down approach based on the methods of location coefficients of Flegg and in the RAS methodology, in order to adjust the national input-output table to the region. 4. The analysis of economic linkages and regional and local impacts from the airport cluster of M  xico City will be done by the application of linkages index and multipliers analysis at diferent spatial levels:the region, the city and the location site.Finally, It is worth mention that it is assume that the top-down approach for the construction of the regional and local tables is more suitable than the bottom-top approach, due to despite that the main airport value chain activities and their linkages are located in the site, the economic activities of the immediate area of influence are mainly related with dwelling of low income population and food industry production. The outcome of the essay is addressed to give empirical evidence of the economic and social impact of great investments projects concern to national or regional basis on local areas, through the construction a regional and local input output tables, as well as to develop this methodology, in order to contribute to public policy decisions

Keywords: cluster, airport services, productive requirements, regional impacts, region.