Exercise 1 Solutions

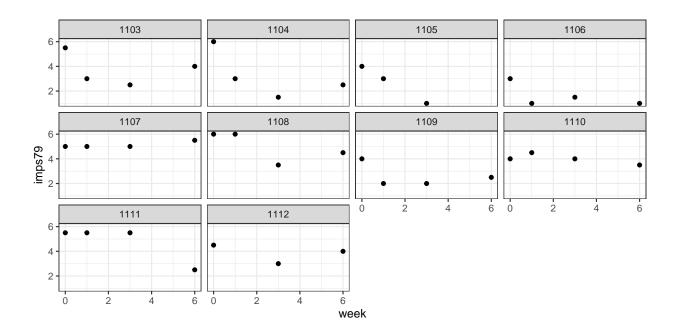
Nick Graetz

Sept 16, 2020

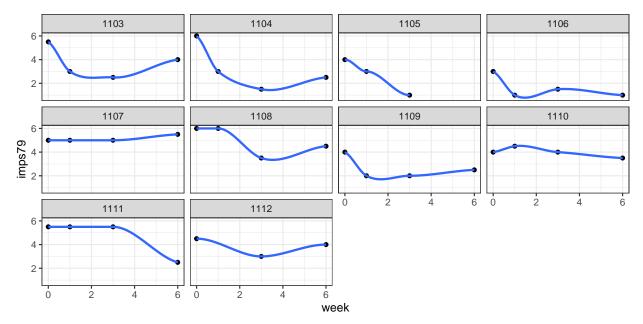
Problem 1 (a)

	imana70 maan	imma70 ad	N
week	imps79_mean	$imps79_sd$	
0	5.37	0.87	434
1	4.57	1.23	426
2	4.18	1.83	14
3	4.02	1.44	374
4	3.07	1.70	11
5	3.22	1.72	9
6	3.31	1.48	335

Problem 1 (b)

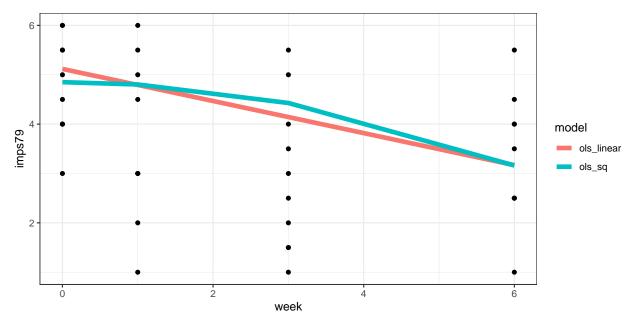


Problem 1 (c)



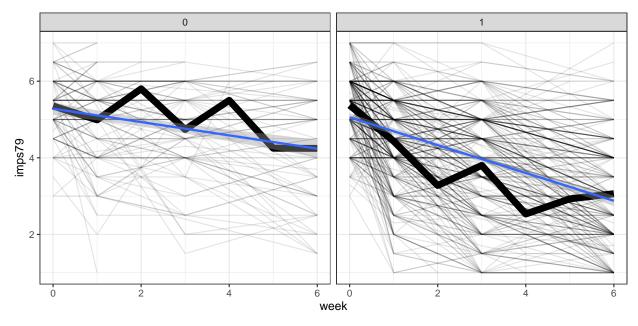
Problem 1 (c)

```
dataset[, week2 := week^2]
dataset[, ols_linear := predict(lm(imps79~week))]
dataset[, ols_sq := predict(lm(imps79~week2))]
dataset_plot <- melt(dataset,</pre>
                     id.vars=c('id','week'),
                     measure.vars=c('ols_linear','ols_sq'),
                     variable.name='model')
ggplot() +
  geom_point(data=dataset[id %in% first_ten,],
             aes(x=week,
                 y=imps79)) +
  geom_line(data=dataset_plot[id %in% first_ten,],
            aes(x=week,
                y=value,
                color=model),
            size=2) +
  theme_bw()
```



Problem 1 (d)

```
geom_smooth(method='lm') +
facet_wrap(~treatment) +
theme_bw()
```



Problem 2 (a)

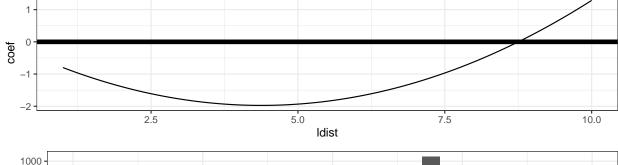
```
library(plm)
library(wooldridge)
data('airfare')
## Our panel is i="id", t="year"
pooled_ols <- lm(log(fare)~as.factor(year)+concen+ldist+ldistsq, data=airfare)
## What is the % increase in fare associated with a 0.1 increase in concen?
pooled_ols_fare_increase <- (exp(pooled_ols$coefficients[['concen']]*0.10)-1)*100</pre>
```

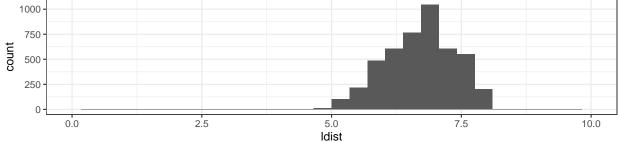
The increase expected increase in fare associated with $\Delta concen = 0.10$ is 3.67%.

Problem 2 (b)

```
confint(pooled_ols)['concen',]
## 2.5 % 97.5 %
## 0.3011705 0.4190702
```

Problem 2 (c)





Problem 2 (d)

The increase expected increase in fare associated with $\Delta concen = 0.10$ is 2.11%.

Problem 2 (e)

[1] 1.702927

The increase expected increase in fare associated with Δ concen = 0.10 is 1.7%. As λ approaches 1, FEs and REs estimators will give the same results. Here, λ is 0.835 which is fairly close to 1.

Problem 2 (f)

Possible other time-constant characteristics of routes: populations in origins/destinations, magnitude of total routes at airports, passenger traffic, etc.

Problem 2 (g)

Convinced? It's always possible that we haven't controlled for important time-varying confounders. For this causal question, the FEs model is more conservative than the REs model because it is difficult to check the validity of assumptions of the REs model, such as a lack or correlation between observed variables and omitted variables.