

A Review of Domestic and Foreign Airport Economic Research

Xiaolan Zhang

Hengzhou University of Industry Technology, Zhengzhou, Henan

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Abstract: Looking at the world today, most European and American countries and some Asian developed countries have built mature airport economic zones. The airport economic zone in China's domestic airports is relatively slow, and the relevant policies and practical experience in building an airport economic zone are relatively lacking. This paper reviews the domestic and international literature on the basic theory and empirical research of the airport economy, and makes a brief review, which has a good reference for the better and faster development of China's airport economy.

1. Introduction

The airport economy began to develop rapidly from the post-industrial era. In the accelerated period of industrialization, people generally got rid of the shackles of poverty, and the necessary conditions for social, economic, and cultural developments in the airport were already in place. Compared with the free mobility and arbitrariness of resources in other economic regions, the resources of the airport economic zone are of a scarce type. It is precisely because of this very scarce trait that the uniqueness and monopoly of the airport economic zone are particularly prominent. And there is no way for other economic regions to imitate the concoction.

2. The Significance of Research

2.1 Theoretical Significance.

In the unstoppable wave of economic globalization, trade globalization, production internationalization, capital globalization, and technological globalization are required, and all these developments are inseparable from the timeliness, safety and Stability, air transport has become the "fifth shock wave" of transportation, and has become an indispensable part of three-dimensional integrated transportation. The airport economic zone is based on the airport and supported by air transportation. It has become a new growth pole for regional economic development and an important engine for industrial agglomeration and coordinated urban development. The airport economy is the best development model for the rapid development of economic science in the inland areas, enhancing innovation drive, increasing radiation drive and increasing international competitiveness.

2.2 Realistic Significance.

At present, the international industry continues to deepen the transfer and the global economy is accelerating. Due to the scarcity of the economic resources and the rapid development of the airport, most European and American countries and some more developed Asian countries have successively developed the airport economy and gradually built it. For example: the Memphis Airport Economic Zone in the United States, the Airport Economic Zone in Frankfurt, Germany, and the Schiphol Airport Economic Zone in the Netherlands, and a number of prosperous economic zones with mature development and typical development of the airport industry. Compared with the stage of foreign economic development, China's airport economy is developing late. How to better and better develop China's airport economic zone requires continuous exploration and learning.

3. Summary of Research Literature in Domestic and Abroad

3.1 Research on the Definition of the Concept of Airport Economy.

The most famous is the well-known American aviation expert Mckinley Conway (1965) [1] clearly defined, the core of the airport economy is the airport. The implication of the airport economy is the ability to diversify the economics of aviation logistics, business and leisure, business exhibitions and other temporary industries. He proposed in the article that the development of the airport economy will have a preference for the secondary and tertiary industries and the city. Planning has far-reaching implications. John D. Kasarda (1991) [2] proposed the famous "five-wave theory", which means that after river transport, maritime transport, rail transport, and road transport, air transport has become another revolution in modern transportation. He analyzed the location preference of the enterprise and the construction of the transportation network and the change of transportation mode from the perspective of the influence of transportation mode on urban development. These three are inextricably linked, and this inevitable connection directly leads to the fifth kind of traffic.

Judging from the research results of domestic experts and scholars on the definition of airport economy, the results are richer. Cao Yunchun, Tracer Peak (1999) [3] first studied the airport economy. They defined the concept of the airport economy from the perspective of the flow of production factors and industrial agglomeration, that is, the airport economic zone is produced in air transportation. On the basis of benefits, economic zones with strong functions such as economic and trade, capital circulation, industrial manufacturing, and technological innovation that can meet the needs of aviation development are set up in the area around the airport. Cao Yunchun (2009) [4] has a more complete definition of the airport economy based on the particularity of airport resources. Gao Chuanhua (2013) [5] proposed that the airport economy is a new economic form, relying on the airport's relatively complete infrastructure resources and industrial agglomeration effects, through air transport and aviation manufacturing activities, to promote related information, capital, technology, manpower The area where the production factors are concentrated in the surrounding areas of the airport, and the industrial clusters associated with aviation are formed around the airport.

3.2 Research on the Development Model of the Airport Economy.

The overseas economic development model is relatively typical and relatively early. Erie, Steven P, John D. Kasarda (1998) [6] wrote that in the upcoming era of airport economy, based on the importance of time competition, time competition will be more and more important, and the product life cycle will be shorter and relatively It is necessary to reduce the time period of procurement, production and distribution. Under this pressure, the choice of enterprise location preference is directed to the airport economic zone. Enterprises are increasingly dependent on air cargo. Due to the monopoly of the airport economic zone, a new supply chain management model is born. . John D. Kasarda (2000) [7] mentioned that Aerotropolis is a brand new city formed by the combination of airport-related industrial clusters, industrial corridors and industrial belts. This is not only a new model of urban development, but also a sign that the airport economy has entered the process of urbanization. John D. Kasarda (2009) [8] conducted a study on the government management model of the airport economic zone. He believes that it can be divided into four types, which are market-driven and market-based, top-down. A hierarchically-driven, multi-sector coordinated network-driven type of land-use development and a hybrid type that is combined according to the above three forms.

China has a lot of summative research on the development model of airport economy, mainly because foreign countries have developed into a relatively mature airport economy, and China is still in the stage of learning, exploring and summarizing. Wang Xiaoming, Zhao Qilan (2009) [9] proposed the "bonded zone" policy of the airport that was implemented in the early 1990s in China, and established more than 20 different types of bonded zones in more than a dozen cities to develop the economy of China's port. It has played a very important role in promoting and should make full use of the "comprehensive bonded port area" model to promote the development of China's airport

economy. Cao Yunchun (2015) [10] summarized the experience of foreign economic development in the airport. He proposed that the foreign countries generally use the source of the main industries in the airport economic zone as the standard. The main development models are divided into the following three types: the first one The development model is integrated with the hub-oriented type; driven by the assembly of the aircraft, a development model led by the aviation manufacturing industry formed around the airport, driven by the aviation industry; the last one is regional resource-oriented.

3.3 Research on the Impact of Airport Economy on Regional Economy.

Shen Qiong (2018) [11] proposed that the construction of China's airport economic zone is still in its infancy, and it has a relatively positive effect on regional economic growth. However, the paper also points out that most of China's airports are developed with foreign developed airports. Compared with not only the scale or the economic efficiency, there are still many gaps. It is necessary to increase the development and construction of China's airport economy through various efforts. Gao Youcai (2017) [12] stressed the need to pay attention to the improvement of the industrial chain of the airport, and realize the transformation of the industry from the “implantation” to the regional economic industry chain. At the same time, it is necessary to solve the external problems and coordination problems of the economic development of the airport, create a good business environment, etc. The lag of regional infrastructure may have an important impact on the development of the airport economy, that is, the development of the airport economy. At the same time, regional development should be carried out simultaneously and cannot be developed in a one-way manner. Lian Yuming (2014) [13] proposed that the size of the regional economy is an important driving force and support for the emergence and development of the airport economy. At present, some of the more mature airport economic zones developed abroad have reached the level of medium-developed countries in the economic development they are attached to. In the selection of regional economic indicators, in accordance with the principle of relevance to the airport economy, the economic development, industry, space and facilities, population and employment indicators of the prefecture-level and above cities where the airport is located are mainly used.

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