

Research on the Relationship between Civil Aviation Industry and Economic Growth

Ming Feng ^a, Huiai Yuan ^b, Linzhen Wei

Shaanxi Institute of International Trade & Commerce, Shaanxi 702000, China.

^amingf1981@163.com, ^byh1990@163.com

Abstract. The development of China's civil aviation industry has made great progress after the reform and opening up. At the same time, the relationship between the development of China's civil aviation industry and economic growth is also increasingly close. This paper focuses on the relationship between the development of China's civil aviation industry and China's economic growth, and proposes to promote the further development of the civil aviation industry based on the development status of China's civil aviation industry.

Keywords: civil aviation industry; economic development; growth relationship.

1. Historical Review of the Development of China's Civil Aviation Industry

From the birth of China's civil aviation industry to the present, it has experienced a difficult journey of more than 100 years. Before analyzing the relationship between the current civil aviation industry and China's economic growth, let's first take a look at the general development of China's civil aviation industry.

1.1 The Starting Stage

The birth of the first self-developed aircraft in China dates back to Beijing in the early part of the last century. The completion of the first aircraft marks the beginning of China's aviation industry. In 1918, the Beiyang Government hosted the establishment of China's first civil aviation management agency-the Aviation Office. In 1920, China's first domestic route (Beijing-Tianjin) was officially opened. At this point, China's civil aviation industry has entered a difficult initial stage. From 1936 to the official establishment of the People's Republic of China in October 1949, China's civil aviation industry has begun to take shape, achieving air travel in more than 40 cities in China, employing nearly 7,000 people.

1.2 Development Stage

After the official establishment of the People's Republic of China, China's civil aviation service industry has also entered a further stage of development. After the founding of New China, due to China's long-term implementation of the planned economic system, at the beginning of the founding of New China, China's civil aviation affairs were unified by the Civil Aviation Administration of the Military Commission. Until 1954, after the change of the governing body to the State Council, the Civil Aviation Administration of the Central Military Commission was renamed the China Civil Aviation Administration, this name is still in use today. In the nearly 15 years since the founding of the People's Republic of China and the outbreak of the Cultural Revolution, China's civil aviation industry has made great strides. The government has continuously increased its support and encouragement for civil aviation, built and expanded a large number of airports, purchased new passenger and cargo aircraft, and opened up more aircraft routes, etc., but when China's civil aviation industry is preparing for further development, it has suffered a decade of domestic turmoil. During the ten years of turmoil, the civil aviation industry was stagnant and even on the verge of collapse.

1.3 Soaring Stage

In 1978, China ended the chaotic decade of turmoil, and has gradually established a development strategy for reform and opening up. All walks of life in the country began to recover. China's civil aviation industry has also embarked on the journey of returning and finding new developments. In

the decade from 1978 to 1987, China not only further expanded the development scale of domestic airlines and the number of domestic routes, but also achieved zero breakthroughs in international routes and established a relatively complete international air network. In the following ten years, China's civil aviation industry continued to carry out further management system reforms, achieving a major leap in the separation of government and enterprise, thus enabling China's civil aviation industry to develop at a high speed and achieve rapid development. In 1997, China's civil aviation industry ranked among the top ten in the international arena. We have proved by our own actions that China has become a world-class power in the modern civil aviation industry. In 2003, the General Administration of Civil Aviation of China proposed a future development strategy for upgrading a major aviation country to an aviation power. At this point, the Chinese civil aviation industry entered a period of accelerated development after the 21st century.

2. The Relationship between the Development of China's Civil Aviation Industry and Economic Growth

The process of national economic growth will inevitably promote the development of all walks of life in the society, and each industry will also drive the overall economic growth of the country in the process of their respective development and growth. As far as the civil aviation industry and economic growth are concerned, the relationship between the two will inevitably show a complementary state. However, the promotion of the two to the other party will not be exactly equal.

2.1 The Role of Economic Growth in Promoting the Development of Civil Aviation Industry

2.1.1 Per Capita Gdp Growth, Which Promotes the Improvement of People's Consumption Levels

With the general increase in per capita income of domestic residents, it also provides more potential customers for the civil aviation industry, which has a higher consumption level. And with the continuous improvement of the living standards of the people, the overall demand for the service industry, especially the civil aviation industry service industry, is also rising.

2.1.2 The Transformation of Economic Growth Mode Promotes Consumption Training

In the past, China's economic growth mode was mainly achieved by relying on investment and products and raw material exports. Although this economic growth mode has also promoted the overall growth of China's economy, consumption which is the main way of the modern social economic growth failed to play its due value and role in China's national economic growth. Through the promotion and promotion of national consumption awareness and consumption level, the state has promoted the further development of China's civil aviation industry through the redistribution of labor compensation and the substantial increase of domestic per capita income, and created a stable development for China's civil aviation industry.

2.1.3 Transforming the Growth Mode and Accelerating the Development of the Civil Aviation Industry

Change the traditional "high consumption, high pollution, extensive" development model of the service industry, and further strengthen the service industry's transformation towards environmentally friendly, resource-saving and management mode intensification. This puts forward new requirements for the development of China's civil aviation industry to further strengthen scientific and technological research and development, the quality of the labor force and the modern management methods and awareness. The introduction of these inherent requirements has allowed the development of the civil aviation industry to leap to an updated height, so that its development level has been effectively improved.

2.2 The Promotion of Civil Aviation Industry to Economic Growth

2.2.1 Promote Local Economic Development

The role of the aviation services and transportation industry in the economy of the airport is increasingly evident in the years. The rise and development of the civil aviation industry has not only directly improved the local transportation situation, but also promoted the upgrading of urban functions and functions, improving the overall environment of the city and the environment for attracting investment.

2.2.2 Provide More Jobs

The civil aviation industry is a large-scale modernized industry. It contains a large number of positions. By 2020, the total number of civil aviation transportation airports in China will reach 244, and 97 new airports will be formed. By then, more than 80% of the county-level administrative units in the country will be able to enjoy aviation services, and the service area will account for 82% of the country's total population. It is understood that the current average man-machine ratio of international civil aviation is 100:1, while the average man-machine ratio of China's civil aviation industry is 200:1, which means that only at the level of international civil aviation, China needs at least 240,000 civil aviation talents in the next 10 years. Therefore, the great development of the civil aviation industry has greatly boosted the employment level of the domestic labor force. At present, the professional and departmental departments of various universities and vocational schools for the civil aviation industry are also increasing. The rise in the employment rate has greatly eased the high unemployment rate in the country and contributed to its sustained and stable economic growth.

2.2.3 Drive the Accelerated Development of Related Industries

The development of the civil aviation industry has also greatly promoted the development of related industries. One of the most prominent examples is the promotion of tourism. The improvement of air transportation conditions has enabled more regions to realize the modern development of tourism resources. In the past, there are no remote areas, and now there are convenient transportation. Many economically underdeveloped regions have also developed the local tourism industry.

3. The Future Development of the Civil Aviation Industry

3.1 Thinking about the Status Quo of Development

Through the relationship between civil aviation industry development and economic growth as explained above, we can draw a conclusion that at least so far, the relationship between the development of civil aviation industry and national economic growth has shown a positive correlation. The promotion between the two has also become increasingly prominent with their respective developments. However, in terms of the promotion of the two, the role of economic growth in promoting the civil aviation industry is far greater than the intensity of the development of the civil aviation industry. That is to say, although the development of the civil aviation industry has driven the development of the local economy to a certain extent, the development of the civil aviation industry is not very obvious for the overall growth of the national economy. At present, it needs the support and help of economic growth. The reasons are mainly the following.

(1) There is still a certain gap between the development of China's civil aviation industry and other developed countries in the world. For example, the development model of China's civil aviation industry's air transport industry is still in the extensive mode, and many aviation companies and even local governments blindly expand the investment in civil aviation industry. The blind optimism about the future development of the civil aviation industry has also weakened the determination and will of the civil aviation industry to change from extensive to intensive. The extensive type not only restricts the further upgrading of the civil aviation industry, but also its industrial development must rely mainly on the strong support of the state.

(2) Due to various factors, China's civil aviation industry cannot generally adapt to the consumption level of ordinary consumers at the price level. To a large extent, air tickets are still the

luxury of most people in the industry. If the basic economic benefits cannot be guaranteed, its overall promotion effect on national economic growth will be relatively weakened. Moreover, since the ticket price is currently much higher than the passenger fare of China's highways and railways, most passengers are more inclined to choose road or railway travel. Therefore, the overall traffic volume of the civil aviation industry is in the whole traffic in China. The proportion of the transportation industry is still relatively small, so the contribution to the overall national economic growth is relatively small, and now the speed and upgrade of roads and railways continue to cause a lot of crisis for the future development of the civil aviation industry.

3.2 Reflections on the Future Development of the Civil Aviation Industry

Although the future development of civil aviation enterprises cannot be said to be difficult, it is not easy to achieve further development. To enable Chinese civil aviation industry enterprises to get rid of the existing difficulties in the future development process, it is necessary to proceed from several aspects. China's civil aviation enterprises have been comprehensively upgraded.

(1) we must actively support the civil aviation industry at the national level, such as strengthening the links and cooperation between civil aviation industry enterprises and air transport enterprises, and helping these related enterprises jointly explore and cultivate future markets.

(2) it is necessary to establish a correct sense of support, increase reforms, realize the real separation of government and enterprises in civil aviation industry enterprises, and let civil aviation industry enterprises manage themselves and seek development.

(3) it is necessary to make reasonable adjustments to the fare based on the domestic consumption level of China, so that the civil aviation industry transportation industry can get more support and trust from domestic residents, but the growth of consumption level will not be obtained for a long time. Significantly improved, and the development limit of the civil aviation industry itself determines that there is no possibility of a large-scale decline in fares. Therefore, civil aviation enterprises further developing and contributing more power to their national economic growth need a long period of tempering and self-improvement.

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