

How will non-aeronautical revenue benefit large civil airports? — An analysis of Shanghai Pudong International Airport.

Yihui Su

Abstract:

This article will take Shanghai Pudong Airport as a research case. Through the search of previous literature materials and the exploration of non-aeronautical income of the airport, etc. it will explore the composition of non-aeronautical income of the airport and the deficiencies in the current development of non-aeronautical resources and discuss the methods that can effectively increase the proportion of non-aviation income and non-aviation industry income of the airport.

Keywords: non-aeronautical revenue; non-aeronautical resources; non-aeronautical service; large civil airport.

1. Introduction

Non-aeronautical revenue, which is an important component of the total revenue gained by civil airports, refers to the revenue generated by the airport in meeting the basic needs of aircraft take-off and landing, passengers, cargo transportation and other business related to aviation business (Wang 2021). In recent years, China has invested more and more resources in construction and development in different fields. In terms of airport construction, since non-aeronautical revenue is the main part of airport revenue (Ye 2022), major airports in China have taken the construction and improvement of non-aeronautical revenue as the main strategy for the sustainable development of airports. However, after years of development, although the proportion of non-aeronautical revenue of China's major airports has increased significantly compared with previous years, there is still a certain gap between them and world-class airports (Ye 2022). Data from "Forward-The Economist" in 2019 showed that for airports in China such as Shanghai Pudong International

Airport, Beijing Capital Airport, the non-aeronautical revenue accounted for 62.7%, 62.1% of their total revenue. However, for major international airports, such as Singapore's Changi Airport, Tokyo Airport, non aeronautical revenues take up a much higher percentage, accounting for 79%, 72% of total revenues (Zhuo 2019). These data imply that China's aviation industry still has room for development and still needs to be continuously developed and improved. Based on the actual phenomenon, this study will take Shanghai Pudong Airport as a sample to explore and focus on the shortcomings of the current development status of China's civil aviation airports, and put forward some useful improvement plans to improve the passenger experience and increase the proportion of non-aeronautical revenue of China's airports in the total revenue, in order to achieve the sustainable development of the aviation industry in the future. This survey will use both primary and secondary research. Through data on the Internet and the literature of this research will understand the basic knowledge of non-aeronautical income and the current situation of