

# Southern Illinois University Carbondale



# Impact of Security Measures on the Fiscal Aspects of General Aviation

D. Scott Worrells  
Associate Professor  
Aviation Management & Flight  
SIUC

# THE AFTERMATH OF SEPTEMBER 11

- 1903 first flight
- 1969 first Lunar landing
- September 11, 2001 all flights cancelled
- From freedom of flight to WMD
- Commercial aviation scrutinized
- General Aviation put on hold

# General Aviation

- All civil aviation except for scheduled passenger and scheduled cargo service
- FAR part 135 operations “Air Taxi”
- GA Aircraft
  - Less than 20 seats
  - Represent 92% of U.S. registered aircraft

# ECONOMIC IMPACT

- 9/13 Commercial Aviation ops resumed
- 9/22 GA ops resumed but limited to:
  - VFR ops 30 nm beyond Class B airspace/TFR's
  - VFR flight training: non-turbojet, small aircraft
  - Flight training in enhanced Class B except:
    - Washington DC, Boston, New York

# ECONOMIC IMPACT

- Trapped: 41,800 aircraft, 120,000 pilots
- 10/15 GA enters a realm of restricted ops
- However,
  - College Park, Hyde Field, Potomac Airfield: remain closed to VFR traffic
  - Reagan Washington National: severely restricted

# ECONOMIC IMPACT

- At College Park, Hyde Field, Potomac Airfield
  - 89,000 operations/year
  - 350 pilots agree to TSA security process
  - Relocation of aircraft
  - Around the clock security
  - Reduced access to the Metropolitan DC area

# ECONOMIC IMPACT

- At DCA-according to the NBAA
  - Loss of employment and wages
  - Reduced business income
  - Higher costs for transportation users
  - Decreased productivity
  - Reduced access to the Metropolitan DC area

# ECONOMIC IMPACT

- At DCA & as a result of TFR's
  - In the 30 months following 9/11 NBAA est.
    - \$1.3 billion economic impact
  - With a 10% probability that the economic impact was:
    - \$2.5 billion or \$83 million/month

# The Economic Significance of General Aviation

- According to the AOPA
  - Integral part of U.S. economy
  - Catalyst for economic growth
  - Influences the quality of life
  - Over 1% of U.S. GDP

# The Economic Significance of General Aviation

- Scope of GA-according to the TSA
  - More than 19,000 landing facilities
  - More than 200,000 aircraft
  - 1.3 million jobs
    - Nearly \$20 billion in annual earnings
    - Direct/indirect impact exceeds \$102 billion

# The Economic Significance of General Aviation

- Scope of GA-according to the TSA
  - 630,000 certificated pilots, most are GA
  - Transports 145 million paxs annually
  - 58% of GA flights are business or personal
  - 22,000 pilots, 14,700 aircraft in the Charter segment

# Efficient, Effective, & Productive

- Depart closer from home or business
- Enplane directly, minor security delays
- Maximum productivity in flight
- Arrive closer to ultimate destination
- Deplane directly, minor security delays
- Go and come on your schedule

# Efficient, Effective, & Productive

- Reduce travel time, avoid Hub airports
- Personal/family transportation
- Training; pipeline to aviation careers
- MEDEVAC, medical supplies, organs
- Wildlife surveys, agricultural, firefighting
- Law enforcement

# Competitive Edge

- According to AOPA
  - GA enables a competitive edge
  - More than 70% of new or expanding businesses locate within 10 miles of public use airports
  - Speed, flexibility, productivity of GA

# Contribution to Local Economies

- Direct contribution
  - Employment
    - Pilots, mechanics, administrative
  - Access to the world
    - Personal/business travel
  - Research and Development

# Contribution to Local Economies

- Indirect contribution
  - Employees stimulate local economy
    - Pay taxes
    - Buy cars, homes, groceries, clothes, etc.
  - Access to the local area
    - Personal and business travel

# CONCLUSION

- Essential component of the U.S. NAS
- Stimulates local, state, national, and international economies
- GA appears to be recovering
  - Coalition of GA organizations
  - More communicative TSA