

SMALL COMMUNITY/AIRPORT AIR SERVICE IS ENDANGERED, THUS ECONOMIC DEVELOPMENT EFFORTS IN SMALL COMMUNITIES ARE AT RISK

There are 150-200 communities at risk of seeing a total, or near total, loss of their commercial air service because of unresolved industry issues. Small airports do not have the luxury to worry only about increasing Passenger Facility Charges (PFCs). Small communities are struggling to remain relevant and connected to tomorrow's economy.

AIR SERVICE LEVELS AND ECONOMIC DEVELOPMENT ARE INEXTRICABLY LINKED

US Airports Facilitate:

The carriage of 2,000,000 people every day

A system that flies 27,000 cargo/passenger flight each day

An industry that drives \$1.5 Trillion in economic activity

THE FOLLOWING FACTORS ARE CONTRIBUTING TO THE LOSS OF AIR SERVICE:

- Airline consolidation
- Inadequate pilot supply
- Trend toward larger aircraft
 - Since 2007, scheduled seats at Small and Non-hub airports have increased in only seven states;
 - Only 141 of 389 (36%) of Small and Non-hub airports are supporting larger (70 seat plus) aircraft;
 - Only five new domestic markets were launched in the last year with small (50 seat) regional jets.

These statistics demonstrate the air service challenges small and non-hub airports face

CHANGING THE WAY WE THINK

- 1 Acknowledge one size does not fit all in the airport sector
- 2 Modernize the financial relationship between the government and airports
- 3 Appreciate that small market aircraft technology needs to be re-engineered
- 4 Concede that the US commercial aviation marketplace has changed and any improvements must adapt to the new construct
- 5 Consider how the Federal Government's policies could facilitate greater investment in re-building the nation's pilot supply

As Congress examines ways to support small community air service and economic development, we urge a comprehensive review of current policies in place and its effect on this segment of the economy. The Regional Air Service Alliance (RASA) stands ready to participate in this discussion.

Please feel free to reach out to:
 William Swelbar at InterVISTAS for any questions about these issues and the analysis framing the issues. Bill can be reached at: 202-688-2243; 703-625-1130; and at William.Swelbar@InterVISTAS.com.

RASA is comprised of a group of airports of all sizes that believes market-based freedoms should be afforded airports to address market-based happenings in commercial aviation that they cannot control.