

# Preserving general aviation airports

## A matter of money, land and politics

by Kerry Lynch

Later this year, the city of St. Clair, Mo., is hoping to shutter St. Clair Regional Airport (K39). This follows a nearly decade-long battle that culminated in Congress taking the unusual step of passing a bill that released the city from its federal obligations related to the airport.

The city, calling it unprofitable, has sought since at least the mid-2000s to close the airport and use the 80-acre parcel of land for retail or other commercial development. But St. Clair had taken federal grants for the airport as late as 2006, making it beholden to federal grant assurance agreements stipulating that the airport cannot close without FAA approval.

After negotiations among city, state and federal authorities failed to produce the desired results, Sen. Claire McCaskill (D-Mo.) stepped in with a bill, S.2759, that releases those federal obligations, clearing a path for the city to close the airport. During the lame-duck congressional session in late 2014, Congress passed the bill into law. The airport is now undergoing an environmental assessment and could cease to exist within six months.

Congressional passage came over the objections of the general aviation community, which wrote to lawmakers, “We have serious concerns about closing and further limiting access to general aviation airports across the country, especially through legislation.” Sent by NBAA, the Aircraft Owners and Pilots Association (AOPA), National Air Transportation Association (NATA) and General Aviation Manufacturers Association (GAMA), the letter

also pointed out that a process for closing airports, when applicable under current laws, already exists under grant assurance requirements. “This process exists, in part, to protect the federal investment in airports across the country,” the associations wrote.

The tiny airport, which does not have a control tower and has a single 3,200-foot runway, is home for fewer than 10 aircraft and, as of 2013 data, logs roughly 50 operations per week. St. Clair officials maintained in their justification to the FAA to close K39 that the airport “is of absolutely no value whatsoever to the betterment of general aviation.”



*St. Clair Regional Airport in Missouri is one of a handful facing closure as the city exerts pressure to shut it down.*

AOPA, in its battle to save the airport, disagreed. The pilots association argued that the airport, which had been open since 1965, is part of a national network. AOPA had stressed to city leaders that the airport could return to prosperity with proper marketing.

While St. Clair Regional may be a small airport with little activity, to the general aviation community its demise would be symbolic as another lost facility in the national airport and airways system. “The network of airports is critical to our country’s economy and

to our country’s infrastructure,” said Alex Gertsen, director of airports and ground infrastructure for NBAA. “There are only about 60 or so major commercial service airports, but there are more than 5,000 airports available to general aviation around the country. That allows small communities to have access to anywhere in the world with the help of general and business aviation.

“There is a cliché that a mile of road takes you only a mile, but a mile of runway can take you anywhere in the world. That couldn’t be truer for a lot of these smaller communities that can have regional offices for major companies because they can fly their corporate aircraft in and access their facilities. Doctors can go to more remote communities because there is a runway there.”

As K39 heads to closure alongside the nearly 2,000 other airports that have shut down since the late 1970s, its issues present common themes in the battle over the preservation of general aviation airports: politicization, lack of funding and competing interests over land use.

St. Clair Regional is not the only instance where Congress has gotten involved in a dispute over an individual airport. It has happened both at the state and federal level in situations involving some high-profile airport disputes, most prominently Santa Monica Airport (SMO) in California and East Hampton Airport (HTO) in New York. Both airports are mired in lawsuits and Part 16 complaints over efforts in SMO’s case to shut down the airport altogether and in HTO’s case to significantly curb operations.

Last year, House aviation subcommittee vice-chair Lee Zeldin (R-N.Y.) urged FAA Administrator Michael Huerta to stand by earlier promises that the agency will not enforce certain grant assurances at HTO. Such a move would clear the town to adopt a series of noise restrictions that range from curfews to limiting the number of times an aircraft classified by the town as “noisy” could use the airport in a given week.

The New York lawmaker has also attempted to offer measures in legislation that would essentially prohibit the FAA from taking any administrative or civil action against the sponsor of HTO. If such a measure becomes successful, it could put the agency in a legal squeeze, since it is also being sued by airport backers to enforce the grant assurance agreements.

The controversy at HTO actually had escalated from earlier congressional intervention. Sen. Charles Schumer (D-N.Y.) had pressed the Department of Transportation and the FAA to put in mandatory operating routes for helicopters over Long Island. As a result, helicopters were concentrated in certain corridors, creating noise issues in certain areas and exacerbating the noise complaints at HTO.

Meanwhile, at SMO, where city officials have fought for decades to close the airport, Reps. Ted Lieu (D-Calif.) and Karen Bass (D-Calif.) have tried to broker an agreement between the city and the FAA. The lawmakers have subsequently argued to the FAA that the land should be reverted back to the municipality. Lieu has long been a strong ally of the city’s quest, beginning from his days as a state senator, calling the airport “inappropriate land use.”

Bass and Lieu join other California lawmakers who have offered support to the city’s quest. Former Rep. Henry Waxman (D-Calif.) also had written to the FAA expressing safety concerns after a CJ2 crashed at SMO in

September 2013. Waxman noted warnings that the airport was “an accident waiting to happen” and urged the agency to meet with the city to discuss the future of the airport. Also weighing in was former Rep. Jane Harman (D-Calif.).

“Congress is always a factor [in airport disputes],” said Adam Williams, manager of airport policy, government affairs for AOPA. “You never quite know where the next pit of oppositional force will come from.”

As lawmakers continue to get involved in individual airport issues, business and general aviation advocates have been working closely with Congress to help better understand the issues, NBAA’s Gertsen added. “They need to understand that if they favor one airport, it may affect other airports and create issues elsewhere, because that traffic will go to another location. They must understand it is not just one airport, but a broader system.”

That education effort has begun to pay dividends. Members of Congress have started to offer support for the airports. In December, members of the House General Aviation Caucus, led by co-chairman Sam Graves (R-Mo.), wrote to FAA Administrator Michael Huerta expressing “our deep concern with recent attempts by local governments to close or restrict access to small, non-hub airports.” The letter, signed by 40 House members, called the airports important gateways and stressed: “It is incumbent on the FAA and the federal government to enforce and defend their agreements with local governments, including Airport Improvement Program grant assurances and Surplus Property Act deeds.”

The lawmakers specifically backed the FAA’s decision that the city of Santa Monica must honor grant obligations for SMO through 2023. “The city has a responsibility and legal obligation to operate the facility as an airport in perpetuity,” they said,

## U.S. GENERAL AVIATION AIRPORTS: FAST FACTS

---

The first airport in the United States opened in 1909 in College Park, Maryland. Today, it is a general aviation airport.

---

The U.S. has 5,148 public-use airports. Of those, 3,331 are included in the National Plan of Integrated Airport Systems (NPIAS) meaning they qualify for federal funding. The remainder are ineligible. The NPIAS includes 78 privately owned facilities.

---

Of the public-use airports, 2,952 are classified as non-primary airports, either general aviation or with fewer than 10,000 passenger enplanements per year. Among public-use airports, 2,553 do not have commercial service.

---

The 2,553 general aviation airports without commercial service average 29 based aircraft, account for 36 percent of the nation’s general aviation fleet and are the closest source of air transportation for 19 percent of the population.

---

The FAA has classified 84 general aviation airports as “national airports”—typically with nonstop departures to international destinations. These airports average 200 based aircraft, more than 30 of them jets. Operators spend more than \$50 million per year flying at the average national airport.

---

The FAA classifies 1,236 as “local airports” and calls them “the backbone of our general aviation system.” Found in every state, these airports account for 38 percent of general aviation flying and 17 percent of flying with flight plans. These airports average 37 based aircraft and operators spend on average \$1.2 million flying at each of these airports.

---

General aviation operations have declined at an average annual rate of 3.3 percent since 2000. About 33.5 percent of general aviation operations are for personal use; 18.4 percent for corporate, executive or business use; and 11.4 percent for on-demand air taxi/air tours. Other uses, from air medical to aerial applications, account for the remainder of the operations.

---

The top airports for business jet operations in February were Teterboro (TEB-N.J.), White Plains (HPN-N.Y.), Dallas Love Field (DAL-Texas), Palm Beach (PBI-Fla.) and Houston Hobby (HOU-Texas). Five years earlier, the list was nearly the same except Washington Dulles (IAD) was number three on the list, while PBI was in the sixth spot.

---

Source: FAA (General Aviation Airports: A National Asset, National Plan of Integrated Airport Systems [2015-2019] and Business Jet Report).



adding, “the FAA must take all necessary steps to protect and maintain general aviation and commercial service airports in our aviation system.”

The General Aviation Caucuses have become a strong voice for industry issues on Capitol Hill. With more than 270 members, the House group is one of the largest caucuses on Capitol Hill. “The General Aviation Caucus is excellent because it provides an opportunity to educate and have actual discussions about the impact of the decisions that are made,” said Dawn Veatch, senior director, government affairs, airport advocacy, for AOPA.

One of the single most important initiatives in the preservation of airports, Veatch said, is educating local communities, state officials, federal officials and Congress about the important roles airports play in the economy, supporting disaster relief, law enforcement, organ transport and other humanitarian missions.

While the General Aviation Caucuses in the House and Senate are well placed to play a role in that education effort at the federal level, Veatch said AOPA has been working with various states on the formation of caucuses in state houses to continue the education effort there. The most recent caucus to be formed was in Florida, Williams said, adding, “We want to see a lot more of those at the state level.”

## Bad Economics

In St. Clair, officials see no economic benefit to their airport. The airport does not have services and reportedly was costing the city several thousand dollars each year to keep open. In fact, the St. Clair officials reported, “St. Clair Regional Airport has never, since its creation in 1964, produced revenue in excess of expense.”

St. Clair did have access to federal and state grants—it had total obligations of more than \$750,000 as it sought to close the airport. The community offered to repay those obligations so it could close the airport.

But not all airports have access to such grants. Of 5,200 public-use airports in the U.S. today, 3,331 have access to federal funding and 2,942 of those are general aviation airports. The FAA has guidelines for

airports to be part of the National Plan of Integrated Airport Systems, or the NPIAS, that include the location, safety standards and ability for expansion and/or improvement, among other criteria.

Advocates believe that airports without access to federal grants are far more vulnerable to closure since they do not have the resources to draw upon. “Unless they have strong private supporters, there is a dependency on federal and state funding,” Williams said, noting many facilities rely primarily on state and federal funding for capital improvement projects.

Even if an airport has access to federal funding, strict regulations on the use of those funds and cumbersome bureaucratic procedures have served as a significant barrier. “The FAA has a complicated funding system. There are many restrictions on how the money is distributed,” Veatch said. These restrictions sometimes make it impossible for airports to use funds within the proper timeframe, she added, and a number of airports have been forced to return the money to the FAA.

AOPA is pushing for changes in how the funds are distributed, so as to make them more useful. The association would like the funds available in amounts that would enable projects to be completed without unnecessary delays. Currently federal funds for “non-primary” airports are capped at \$150,000 per year (per airport). A sponsor can bank funds for up to four years to a maximum of \$600,000. If not spent, the grants are returned.

The AOPA executives said “hundreds of millions of dollars” of AIP funds have been returned because of the limitations on funding. AOPA argues that the \$150,000 non-primary airport entitlement limit does not reflect the actual costs of maintaining airports. The executives said there are better ways to distribute the funds. AOPA is eyeing an expanded state block grant program as one possibility—allowing the states to exercise more control over grant distribution and providing more flexibility on how the money can be used.

The FAA reauthorization process might be one area to shore up funding for airports, airport advocates agree. “Our focus has been to use the FAA reauthorization process to

***Operators at East Hampton Airport are waging a legal battle to overturn mandatory noise curfews at the New York airport.***

expand the resources available to airports of all sizes across the country, given the demonstrated needs that exist,” said Joel Bacon, executive v-p of government and public affairs for the American Association of Airport Executives (AAAE). The association has been urging Congress to protect the Airport Improvement Program, as well as raise caps on passenger facility charges. “The time for action on airport funding is now, given the substantial and growing infrastructure investment gap at U.S. airports,” he said.

The FAA has estimated that general aviation airports will require \$9 billion for improvement projects from fiscal 2015 to fiscal 2019. More than half that total, \$5.06 billion, will be necessary for “standards”—updating airports to meet the latest FAA requirements and equip them to accommodate larger aircraft with wider wingspans. Gertsen stressed the importance of this work, noting the business aviation community’s continual efforts to improve safety. “A lot of times operators won’t land on a shorter runway that is wet or that has snow or ice accumulation,” he said, adding that, in some instances, an operator based at an airport might be able to depart, but cannot safely return because of the conditions.

Another \$2.77 billion will be used for reconstruction projects, general updates and maintenance of the facilities. This is important upkeep to continue to attract operations and businesses to an airport. In St. Clair, AOPA had reported a state of disrepair at the airport that the association said defied the mantra that they were “open for business.”

The ability to attract and maintain businesses is also important because it provides another source of funding and adds economic benefit to the region. Airport tenants play an important role in the long-term viability of airports, said NATA president and CEO Tom Hendricks. “It’s a symbiotic relationship,” he said, adding it is also “important to have a healthy economic environment at these airports for private enterprise to flourish.”

A key to this is improving airport/tenant relationships overall. “When I came to NATA, I saw the chasm,” he noted, adding that organizations such as NATA, AAAE and Airports Council International are working to improve the relationships. He said that this is a long-term process, and the organizations are seeing indications of improvement.

“It’s important to manage the relationship actively,” he said, reiterating, “It’s a mutually beneficial relationship. The airport benefits from vibrant commercial activity, and the commercial activities benefit from a healthy airport system.”

Another vulnerable area in airport financing is revenue diversion. While more of an issue in the past with some large commercial airports—Los Angeles International among the more high-profile cases with

fuel sales must be used for aviation purposes. The FAA updated its policy after several state governments moved to lump aviation fuel tax revenue in with general petroleum tax revenue on fuel not used for aviation.

## School-Free Zones

Compatible land use has created ports. “Land-use encroachment is one of the biggest problems preventing our airports from sustaining their growth. It could even cause closures,” said Veatch. In the case of St. Clair Regional, it wasn’t a matter of incompatible land use built up around it, but rather how the city wanted to use airport land—for non-aeronautical purposes.

In many other cases, land has been developed next to airport properties. When that has involved residential development, noise and

an FAA review on whether or not they constitute a hazard. But the agency’s role in that case is not to approve or reject a project, only to determine whether it’s hazardous. It must be up to the zoning board to ensure that dangerous projects are not approved, she said, and airport advocates must educate the board on the ramifications of their decisions.

Another concern has been attempts to build schools on approach paths to runways. “That’s not an appropriate place to put a school,” she said, adding that it opens the door to numerous community complaints.

AOPA relies on its volunteer-based Airport Support Network (ASN) to serve as the eyes and ears for the association. ASN volunteers have served as strong advocates during planning board, town hall, airport board, city council and other sessions.

Being proactive has led to success stories. Gertsen points to Boca Raton Airport in Florida, which had been subject to considerable numbers of noise complaints. But officials were able to quell those complaints through a noise mitigation program. “The airport has gone through the proper procedures and received funding, and it has helped dramatically,” said Veatch. Measures included installing noise monitors and instituting voluntary flight and operational procedures.

AOPA believes taking that tack with a number of airports has played a role in stemming the tide of closures over the past few decades. While airports are still closing, the rate has slowed significantly—many of the closures occurred before the late 1990s. The ASN was founded in 1997 and now has 2,500 volunteers on strength. “We would like to have more,” Veatch said. “We have 5,200 airports.”

AOPA has been developing a series of “tools” that its ASN can use, including a video outlining the value of the airport. Also available are resources to key information regarding airport funding and other questions, as well as an economic modeling system to help city leaders accurately understand the value that airport development could bring to their community.

“We have found that the city fathers and county commissions and those who make financial decisions really don’t understand the economics of the airport,” she said. “They consider only the revenue generated at the airport. What they don’t get is the value the airport



*Airport neighbors and legislators have long sought to close the L.A.-area Santa Monica Airport, and now they are imposing excessive fees and rents to accomplish that goal, according to the most recent Part 16 complaint.*

allegations of millions diverted over several decades—revenue at smaller airports can appear to be an attractive source of income for struggling municipalities.

FAA officials, who constantly monitor for such activity, have said that the majority of diversion comes from a lack of knowledge about how airport revenue must be used, rather than from an intentional plan to siphon airport funds for other uses.

“It is an issue we are acutely aware of. There has been a lot of confusion over proper use [of airport revenue],” Williams said, noting the FAA has recently released guidance on the topic.

One area of clarification that the FAA has been watching closely is the use of fuel tax revenue. In late 2014, the agency amended its airport revenue usage policy to emphasize that tax revenue from aviation

emissions complaints and a host of other conflicts quickly follow. That has been the case with Santa Monica, where housing was built to the edges of the airport, resulting in residents complaining about noise and air pollution and expressing fears for their safety.

These are the ingredients that galvanize residents’ resolve to shutter airports. A key to combatting this is to launch early education efforts. “It’s important to be proactive, because once you have an encroachment you can’t undo it. You’re not going to get that reversed,” Veatch said.

Learning about threats as they emerge is important to warding them off, she said, citing construction of potential obstacles near airports as an example. A developer may want to put up wind turbine towers near an airport. Such efforts must undergo not only an environmental study but also

provides to the community.” She referred to attracting non-aviation businesses, as well as the array of community service roles airports support, such as law enforcement and organ transport.

NBAA has also used its network of regional representatives and operator outreach to remain proactive on the local front. Gertsen stressed the importance of operators working with the airport and remaining sensitive to the community around it. “Anything could be a threat to the airport if the [pilot] community is not proactive,” he said. “We want to make sure that we continue to be good neighbors and continue to set the highest environmental standards that our technology and aviation safety will allow.”

Hendricks agreed. “We have the most vibrant general aviation segment on the planet,” he said. “All tenants share a responsibility to educate not only the airport authority and the airport community, but also their neighbors, about what benefits the entire community is deriving from the airport.”

As for the two major conflicts currently at the forefront—SMO and HTO—there is no backing down. The aviation community just filed a second Part 16 complaint to tackle the city of Santa Monica’s policy of invoking short-term leases that compromise airport tenants’ ability to do business (*see article on page 6*).

Airport advocates are also involved in lawsuits to ensure that Santa Monica continues to run the airport in perpetuity, as the aviation community believes the city is legally obligated to do. Aviation advocates look at the SMO situation as critical because of the precedent involved.

The airport was returned by the government to the city of Santa Monica as part of a post-World War II instrument of transfer. Williams estimates that about 200 airports in the U.S. were handed over to local municipalities under similar circumstances and could become vulnerable should the city ever prevail.

As for HTO, it is the center of lawsuits from both the town of East Hampton seeking tighter restrictions and from the aviation industry seeking to shield the airport from further restrictions. Gertsen noted that this battle is critical in ensuring that the town abides by the Airport Noise and Capacity Act, which sets the parameters under which restrictions can be adopted.

There is little doubt that all efforts must be used to preserve the general aviation network, Gertsen added, noting the U.S. is unique in its infrastructure. “It is something that separates the U.S. from other countries in the world. There’s no place in the world that has such a density of airports. We must protect that infrastructure and value it. I think sometimes we take it for granted.” □

## GA AIRPORTS SHOW RESILIENCY IN FACE OF STRICT SECURITY MEASURES

Fifteen years after the 9/11 terrorist attacks almost shuttered College Park Airport (CGS), the historic facility is undergoing rejuvenation.

Airport manager Lee Sommer, who proudly stresses CGS is the oldest operating airport on the planet, has laid out plans to renovate the runway, taxiway and apron. He secured a jet-A refueler—a donation from Clark Construction—so the airport can attract a wider range of operations. The airport opened a \$5.3 million operations center and is creating a park area to attract local residents. And Sommer is planning to build 20 or more T-hangars that could bring in \$120,000 annually.

This activity comes despite the security veil that blankets CGS along with other airports in the immediate Washington D.C. region. CGS, which was founded in 1909 and once hosted the Wright military airplane, below, accommodated about 15,000 operations annually before 9/11. Immediately afterward, operations ceased.

Security chiefs implemented a “flight restricted zone” (FRZ) in the National Capital Region, halting operations at CGS, along with Hyde Field and Potomac Field, the so-called DC-3. Those airports did not “reopen” until February 2002 and had few operations in the next several years.

Based and transient operations were eventually permitted, but had to follow a strict security protocol, a major deterrent. Sommer acknowledged that the airport had to find a way to live within the confines of the protocol to thrive. “The FRZ is not going away. We have to live with it. So you can either sit and cry over what happened or figure out a way to change it,” he said.

He worked closely with his Transportation Security Administration handler to improve the vetting process to expand access. The process once took a month or more, but now takes a week to 10 days. About seven people are now processed weekly, compared with the former two monthly.

Albeit at a fraction of pre-9/11 levels, operations have slowly returned to about 4,000 annually. That number is growing as the airport continues to revitalize and security protocols improve, demonstrating the resiliency of CGS and other airports in the

face of strict security.

Across town at Ronald Reagan Washington National Airport (DCA), GA operations still remain a fraction of pre-9/11 levels. As with the DC-3, a strict security protocol, the DCA Access Standard



Security Program, remains in place for GA operations. In the past five years that program has become more workable, facilitating more operations.

But the requirement for an armed security officer (ASO) on board aircraft remains a major obstacle. Industry and the TSA have weighed options, from alternatives to eliminating the ASO requirement altogether. A year ago, the TSA agreed to work with other security agencies on the possible elimination of the requirement. Those discussions continue and optimism prevails that some progress is being made.

Also after 9/11, a number of lawmakers discussed mandating numerous security measures at GA airports across the U.S. Instead, in 2004, the GA community worked with the TSA to develop a set of voluntary Security Guidelines for General Aviation Airport Operators and Users.

“The general aviation community has taken significant steps to improve the security posture at general aviation airports,” added Adam Williams, manager of airport policy, government affairs for the Aircraft Owners and Pilots Association. He stressed the importance of airports following industry best practices such as those contained in the airport security guidelines or AOPA’s own Airport Watch program.

“Implementing industry best practices can significantly raise the security of general aviation airports without throwing up costly and unwelcoming barriers,” Williams said. “The general aviation community has stepped up to the challenge.” —K.L.

# For airports outside U.S. borders, priorities mixed on business aviation

by Kerry Lynch

Hong Kong remains an important geographic location for business aviation, but operators are increasingly facing access issues at Hong Kong International (VHHH). As traffic has grown there, so too have denials of requests to park there, advises Edmond Yuen, the head of trip support services for Universal Weather and Aviation, in a blog. Also, unless a slot is strictly adhered to, the operator risks losing it or being found in violation.

“Hong Kong is a major international hub for a lot of business aviation,” said Jonathan Howells, senior v-p for Universal Weather and Aviation. “Yet we face significant parking challenges, slot challenges and airport access issues. It’s because we are a lower priority, and sometimes we have to accept

that and try to negotiate within what we have available and make the best of a bad situation.”

While airport access is typically readily available in the U.S., access to big airports elsewhere such as VHHH requires early planning, an adjustment of expectations and flexibility on the part of the operator, Howell added.

While dedicated business aviation facilities exist, they are more the exception than the rule, which means business aviation travel is funneled through airports regulated for commercial operations, he noted. This setup assigns priority to commercial aircraft, which are viewed by regulators as driving greater revenue, he added, as is evident at certain airports in Europe that are already constrained in space.

An overarching concern is a philosophy that “not everyone is treated equally [and] not everyone should have equal access,” added Ed Smith, senior v-p of international and environmental affairs for the General Aviation Manufacturers Association, noting a “lack of acceptance of business aviation as a complementary part of aviation.”

Smith cited another financial capital: “We have a serious problem in Mumbai,” he said, explaining that brokers trying to sell aircraft in India are frequently asked, “Can you get me a parking spot in Mumbai?” Run by a private corporation, the airport has no obligation to accommodate business aviation and has pushed much of it out, he said. The airport management

company also wants to maximize profits. “It’s not worth their time to accommodate business aviation so they just push it out.”

The other primary problems Smith and Howell cited are access to customs and immigration and a lack of infrastructure in the first place. Getting access to customs and immigration often requires early planning to channel passengers and crew through the facilities that serve the airlines, Howell said. As far as infrastructure is concerned, China still struggles with a scarcity of FBOs that hinders business aviation activity. Yet without much activity, the business case for building an FBO can be difficult, Smith said.

Smith and Howell agree that education is critical to improving access globally. “We have to continue the process of the education of authorities so they understand the value of the investment, but also access [for business aviation],” Howell said.

Some authorities might understand the value of business aviation but they don’t necessarily understand how to accommodate it, Howell added. These countries need to be educated about what business aviation requires, he said.

At the same time, business aviation operators must be realistic about the degree to which they can expect to be accommodated. “We have to be good citizens, and we have to set out to achieve what is appropriate in the complex changing airport environment,” Howell added.

This is critical if business aviation is to gain access, he said, because, “Our customers are continuing to push the mix on where they want to go and [when] they want access to airports.” □



*Business aviation is feeling the squeeze in countries like India, particularly in the capital Mumbai, where commercial operations and the revenue they generate take precedence.*