Chapter 1

No notes

Chapter 2

1. Department of Transportation, Bureau of Transportation Statistics (www.bts.gov).

2. Aircraft Owners and Pilots Association (www.aopa.org). Assumes an average of 2.5 passengers per GA departure.

3. DRI.WEFA, Inc. (in collaboration with the Campbell-Hill Group), The National Impact of Civil Aviation, (July 2002).

4. Air Transport Association, Office of Economics.

5. Ibid.


10. NASA Langley Research Center, Small Aircraft Transportation System Program Office.

11. DRI.WEFA. Inc.

12. Ibid.

13. Ibid.

14. Federal Aviation Regulations, Section 121.195.


Chapter 3


4. Ibid.


Chapter 4

1. In their 1993 book, War and Anti-War, the authors, Alvin and Heidi Tofler noted that “the way we make war reflects the way in which we create wealth,” (New York: Warner Books, 1993), p. 2. The question of whether advanced technology, especially IT, contributes to economic growth or is simply a reflection of it has been an intensely studied empirical controversy in economics. A recent review of the data by the Federal Reserve Bank of New York suggests that the evidence now supports the hypothesis that a positive and causal link exists between information intensity and productivity. See K. J. Stiroh, “Investing in Information Technology; Productivity Payoffs for US Industries,” Current Issues in Economics and Finance, Federal Reserve Bank of New York, June 2001. A recent study by Brian Harding of the Warwick Business School reported in a survey of 46 UK and 184 US high tech firms (including aerospace) from 1987-2000, that total shareholder returns were strongly correlated with R&D intensity. The study findings are summarized in C. Cookson, “R&D Scoreboard: Spending rises despite steep fall in profits,” Financial Times, 14 October 2002, p. 10.


Chapter 5

No notes

Chapter 6


8. European Commission Decision to approve France’s application for EU State Aid approval for 25 million ECU aid to Sextant issued December 3, 1997 (N 584/97).


Chapter 7


Chapter 8


   http://aia-aerospace.org/stats/yr_ender/tables/2001/table2.cfm


15. Lean Aerospace Research Agenda and Lean Aerospace Initiative, p. 11.


27. Ibid.

28. Ibid.

29. Ibid.


32. Ibid, p. 42.


Chapter 9

