

## Key Contacts

Business, Transportation and Housing Agency  
980 9th Street, Suite 2450  
Sacramento, CA 95814-2719  
Web: [www.bth.ca.gov](http://www.bth.ca.gov)

California Transportation Commission, Technical Advisory Committee on Aeronautics  
1120 N Street, MS 52  
Sacramento, CA 95814  
Web: [www.catc.ca.gov/committees/taca/](http://www.catc.ca.gov/committees/taca/)

State Senate, Transportation Committee  
(916) 651-4121  
Web: [www.senate.ca.gov/ftp/sen/committee/STANDING/TRANSPORTATION/\\_home1/PROFILE.HTM](http://www.senate.ca.gov/ftp/sen/committee/STANDING/TRANSPORTATION/_home1/PROFILE.HTM)

State Assembly, Committee on Transportation  
(916) 319-2093  
Web: <http://www.assembly.ca.gov/acs/newcomframeset.asp?committee=24>

CalPilots  
P.O. Box 6868  
San Carlos, CA 94070-6868  
Web: [www.calpilots.org](http://www.calpilots.org)

Aircraft Owners and Pilots Association  
421 Aviation Way,  
Frederick, Maryland 21701  
Web: [www.aopa.org](http://www.aopa.org)

National Business Aviation Association  
1200 18th Street NW, Suite 400  
Washington, DC 20036  
Web: [www.nbaa.org](http://www.nbaa.org)

California Department of Transportation  
Division of Aeronautics  
1120 N Street, MS 40  
Sacramento, CA 95814  
[www.dot.ca.gov/hq/planning/aeronaut/](http://www.dot.ca.gov/hq/planning/aeronaut/)  
**Draft Internal Concept: 08/2010**

## Threats to CA Aviation

State aviation taxes generated an estimated \$365 million in 2007. \$7.4 million was deposited into the Aeronautics Account of which only \$4.2 million was available for General Aviation grants to support development of our public use airports.

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Airports are often poorly integrated in community planning documents resulting in land use decisions incompatible with airports.

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The value of airports as 'economic engines' is not well understood at the local level and therefore often omitted from economic development and redevelopment programs.

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A system of airports capable of handling emergency aircraft in remote portions of the State will result in more efficient response during disaster and recovery operations.

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State tourism relies heavily on air transport, but not all parts of the State are capable of receiving commercial flights due in part to infrastructure deficiencies and airport capability restrictions.



Caltrans Division  
of Aeronautics

## Sustaining Our Airport System

Draft Internal Concept: 08/2010



## Value of General Aviation

California has 249 public use airports that generate State and local government revenue, provide added life-saving services and link neighborhoods to the world. As part of the global air transportation system, general aviation airports are economic “magnets” bringing services and opportunities to communities. Airports attract businesses, industry, tourism and professionals. Airports create jobs, provide income and boost quality of life, as well as provide for medical services, emergency response, firefighting, and support law enforcement. Furthermore, if disaster strikes, aircraft may be the only means to transport people and goods where they are needed. Through aviation related taxes and fees, millions of dollars in revenue pour into schools and special districts. With all these positive attributes, why not reinvest in General Aviation airport’s expanded capabilities?

*CA has 63,843 pilots, 23,854 GA aircraft flying more than 80% of all aircraft operations in the State (2008).*

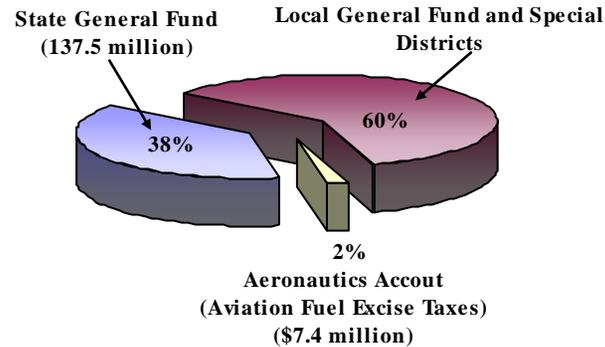
## Funding our Airports

Through the State Aeronautics Act, the Division of Aeronautics supports and advocates for a safe and capable system of commercial and general aviation airports that is an integral component of an efficient, multimodal transportation system. The State’s airports need a stable and dedicated financial support base to maintain safe operations and protection from surrounding land use encroachment by adjacent communities. Although aviation supports local and State governments an average of \$365 million every year, only 2 percent of these dollars support the Division of Aeronautics activities, including airport construction projects and land use planning. The implementation of the General Aviation System Needs Assessment and the Capital Improvement Plan will require a larger portion of the aviation revenues to deliver these projects in a more timely manner.

View our video “ California’s General Aviation Airports: Links to Vitality” at:  
[www.dot.ca.gov/hq/planning/aeronaut/oairportVitality](http://www.dot.ca.gov/hq/planning/aeronaut/oairportVitality).

*The value of aviation becomes apparent when we see how General Aviation taxes are distributed. With 38% going to the State General Fund, and 60% going to local governments in 2007, nearly all facets of life in California have some tie to aviation. The remaining 2% funds the entire State Aeronautics Account.*

### Aviation Tax Revenue Distribution (FY 2007-08)



*Jet fuel sales and use taxes also generated over \$201 million in 2007. Californians benefited by seeing nearly 63% transferred to the General Fund and 37% transferred to local governments. None of these taxes are transferred into the Aeronautics Account.*

#### Total Jet Fuel Revenues

General Aviation:  
\$33.6 million  
Airlines:  
\$167.8 million

#### Estimated Distribution

State General Fund:  
\$126.3 Million  
Local General, Public Safety, and Transportation Funds:  
\$74.7 million



## System Needs

### General Aviation System Needs Assessment

Maintaining the infrastructure that supports a robust general aviation system is vital to the State’s economy. The Division of Aeronautics compiles a list of recommended airport improvement projects focused on safety, capacity, and preservation of the existing system. From runway and taxiway improvements, to navigational aids, weather systems and fueling stations, the Assessment helps prioritize limited funding to maximize an equitable distribution of projects around all parts of the State. In 2010, \$270 million was estimated to be needed for airport improvements intended to coincide with the CIP timeframe.

### Capital Improvement Plan

The CIP is a \$3.6 million listing of capital projects submitted to the Division, predominantly based on general aviation airport master plans or other comparable long-range planning documents, with a ten-year delivery timeframe. The CIP allows for the Department partners to actively participate in ongoing, statewide, aviation system planning and project funding efforts. State funding is limited to projects in the CIP. In 2009, only \$1 million was allocated for airport improvements.

## You Can Help!

General aviation often struggles because the general public assumes that commercial airports fulfill all the State’s aviation needs. Dispelling this aviation myth is best accomplished with education and outreach. Write or visit local and State elected officials to make them aware of the value of General Aviation in your community, which in turn benefits the State and local governments. With 10% of State jobs and 10 % of the State’s Gross Domestic Product tied to aviation in 2003, we all should have an interest in preserving and enhancing a healthy network of airports.