

## Technical Advisory Committee on Aeronautics Report on Accomplishments

- I'm going to highlight some of the more important of TACA's efforts over the past year, and want to thank the Commission for its support – especially for SB 1141 to strengthen airport land use compatibility efforts, and AB 1889, to help preserve pilot training programs in the State
- During the year, TACA recommended that your Commission support legislation that would provide a stable funding source, as well as increased funding, for the Aero Acct. As you know, \$4m was transferred from the Aero Account to the GF this year. In addition to this transfer, the DOA estimates a need for an additional \$9m/yr from existing aviation use fees (out of the \$140m in aviation use fees which annually go to the GF), in order to adequately address the capital needs of California's GA airports
- Regarding strengthening land use compatibility efforts around airports, TACA members and your Commission actively supported legislative efforts including SB 1141. Unfortunately, this was vetoed by the Gov, therefore our efforts need to continue in this regard
- Recent legislation – AB 48 – eliminated the exemption for FAA-approved flight schools from California oversight and fees. Many flight schools and independent instructors report that these new fees will likely put them out of business. With TACA's recommendation and resulting Commission support, AB 1889 was passed but unfortunately vetoed by the Gov. We will continue to pursue options to lower or eliminate State fees on FAA-approved flight training entities
- This year and last year, your Commission has supported TACA recommendations regarding the need for federal aviation funding reauthorization of federal airport grants and other important activities funded from the federal aviation trust fund. There has been no comprehensive, multi-yr reauthorization since the prior 4 yr statute lapsed in 2007. TACA's input and your resulting recommendations to our Congressional Delegation are aimed to provide increased funding for several programs, as well as multi-year funding to permit airports to plan and finance their needed capital improvements. This is a very current issue, given that the last temporary authorization runs out at the end of the year
- Also this year, TACA recommended, and the TCC approved, retention of the State's 10% local matching requirement for State funded airport Acquisition and Development Grants
- TACA has also been very involved in staying current re: evolving aviation trends and issues, including NextGen satellite-based air traffic management which will reduce fuel consumption, CO2 and other emissions, as well as reduce flight times

Your support has been appreciated, and I will now address what TACA sees as the major aviation issues facing the State this coming year.....

## Technical Advisory Committee on Aeronautics Report on Aviation Issues

- As noted under TACA's 2010 efforts, probably the most important ongoing issue is the need for adequately funding the State Aeronautics Account. Specifically, 1) the user-funded Aero Acct should not be diverted to non-aviation uses, 2) at least the most recent diversion of \$4m (the latest of the 3 times in the last 10 years) of \$4m should be reimbursed, 3) this past fiscal year's suspension of grant programs should not be repeated, and 4) an additional % of aviation user fee revenue should be appropriated to the Aero Fund, in order to address the ~ \$9m in annual State underfunding of California's primarily GA airport capital needs
- At the federal level, as with this past year, there still exists the problem of no federal long term re-authorization of airport capital and other funding from the federal aviation trust fund. This funding is critical for the country's airport infrastructure, NextGen implementation, support of small community air service development, airport low emissions programs, and other user-funded federal aviation programs. We will continue to ask your Commission for support to let our federal legislators know of the importance of this funding – especially on a stable long term basis
- As we have done in the past, TACA will continue to work with your Commission to find ways to strengthen airport compatible land use laws and protocols and education to protect our State's airports, including updating PUC Sections 21670 - 21679
- TACA will continue to address the need to amend current the current State statute AB48, in order to exempt oversight of FAA approved flight training by the State, including halting the significant regulatory fees which could shut down many aviation training businesses
- In general, TACA will continue to support the goals and missions of the Commission through review and input on 1) the Calif Aviation System Plan – System Requirements Element, 2) NextGen implementation (again, satellite-based navigation and air traffic management which will lower costs and emissions), and 3) State airport land use planning info and education materials
- TACA will also solicit and receive input from stakeholders regarding needs that the State should address
- And, TACA will identify and track aviation and airport dynamics on a proactive basis, as well as identifying Statewide interests and responsibilities for input to your Commission

Once again, thank you for your support, and I would be happy to answer any questions at this time.....