

# Aviation in California: Fact Sheet (MARCH 2015)

## Aviation Facilities<sup>1</sup>

- **243** Public Use Airports
- **215** General Aviation Airports
- **28** Commercial Service Airports – 2,500 annual enplanements or more in 2014 (**25** report greater than 10,000 annual enplanements = Primary)
- **68** Special Use Airports
- **8** Seaplane Bases
- **160** Hospital & **163** Corporate, Police, Fire, or Private Heliports
- **22** Military/NASA Bases & **1** Joint Use Facility
- **108** Automated Weather Observation System Locations

## Scheduled Passenger Service<sup>2</sup>

- In CY 2013, **182.4 million passengers** traveled through California's Commercial airports, and the FAA AIP Passenger Entitlement Program awarded a total of \$69.2 million in 2013 to these airports.
- California's share of national enplanements total: **89.1 million enplanements** or 12.1 Percent
- Nationally, eleven of California's commercial service airports ranked in the top 100 (2012).  
(LAX-3<sup>rd</sup>; SFO-7<sup>th</sup>; SAN-28<sup>th</sup>; OAK-33<sup>th</sup>; SNA-38<sup>th</sup>; SMF-39<sup>th</sup>; SJC-43<sup>th</sup>; ONT-60<sup>th</sup>; BUR-61<sup>st</sup>; LGB-70<sup>th</sup>; & PSP-93<sup>th</sup>)

## Air Cargo<sup>2&3</sup>

- In CY 2013, **3.8 million U.S. Tons** of air cargo moved through 27 Commercial and GA airports, and the FAA AIP Cargo Airport Entitlement Program awarded **\$10.2 million** in FFY 2014 to CA airports.
- Thirteen California airports' share of U.S. Landed Weight: **6.2 U.S. Tons**, or **9.0 percent** (LAX-7<sup>th</sup>; OAK-11<sup>th</sup>; ONT-13<sup>th</sup>; SFO-21<sup>st</sup>; SAN-35<sup>th</sup>; MHR-63<sup>rd</sup>; SMF-75<sup>th</sup>; SJC-77<sup>th</sup>; LGB-96<sup>th</sup>; FAT-110<sup>th</sup>; RIV-122<sup>nd</sup>; SCK-127<sup>th</sup>; VNY-128<sup>th</sup>)
- The top four California airports accounted for 84.8 percent of the states reported landing weight.
- With nearly 14,000 weekly truck trips, 13 airports handled 3.6 million short tons of air cargo (2010)
- Air cargo handled within, from, and to California totaled \$198.9 billion (2010).
- For more detailed information of the top 12 air cargo airports go to the Freight Planning Branch website.  
<http://transplanning.onramp.dot.ca.gov/freight-planning-fact-sheet-index>

## CA Certified Pilots and Registered Aircraft<sup>4</sup>

- General Aviation (GA) operations account for approximately four of every five aircraft operations.
- FAA Registered Aircraft (March 2015): **29,211** (10 percent of the U.S. total)
- FAA Certified Pilots (2013): **59,841** (10 percent of the U.S. total)
- GA & Air Taxi Active Aircraft (2013): **20,560** – FAA Estimate (10 percent of U.S. total, accounting for an estimated 2.3 million flight hours)

## Aviation's Economic Impact<sup>5</sup>

- Contribution to the U.S. Gross Domestic Product (GDP): **\$154.7 billion** (4.8 percent)
- Contribution to the U.S. employment: **1.1 million jobs** (5.5 percent of U.S. GDP)
- California leads the nation in economic output (\$ in billions): Value of Air Freight Flow (\$88.7), Visitor Expenditures (Total \$85.1: including Airlines-\$82.9; GA-\$1.2; Travel Arrangements-\$1.0 [2<sup>nd</sup> to Texas]), Airline Operations (\$27.9), Manufacturing (\$25.3), Airport Operations (\$6.7), General Aviation (\$3.7), Air Couriers (\$5.9, 2<sup>nd</sup> to Tennessee)
- Impact of FAA Spending in California: **\$2.1 billion; 14,762 jobs** – includes payroll, facility, equipment, operations and research expenses
- In FY 2013, the California Legislature directed **\$1.96 million** to the Caltrans Division of Aeronautics for capital improvement projects.

## Emergency Preparedness Aviation Facilities<sup>6</sup>

- California's 243 public airports are potential staging areas for an emergency response in the case of a major catastrophic event.
- U.S. Forest Service, Fire & Aviation Management relies on aircraft to deliver equipment & supplies, transport and deploy personnel, reconnaissance, etc.  
<http://www.fs.fed.us/fire/aviation/>
  - **21** Federal Firefighting Airtanker Base
  - **2** Federal Firefighting Helibases
- Cal Fire firefighting bases are strategically located to provide air support within 20 minutes.  
**Cal Fire Aviation Program:**  
[http://www.fire.ca.gov/fire\\_protection/fire\\_protection\\_air\\_program.php](http://www.fire.ca.gov/fire_protection/fire_protection_air_program.php)
  - **13** Cal Fire Air Attack Bases (**23** Grumman S-2T 1, 200 gallon airtankers & **13** OV-10A airtactical aircraft)
  - **9** Cal Fire Helitack Bases (**11** Super Huey helicopters)

### Sources:

<sup>1</sup>Caltrans' Airport Information Management System and the 2013 Federal Aviation Administration's National Plan of Integrated Airport Systems; March ARB is the only Joint Use\* facility (\*Joint Use = March Inland Port Airport Authority is granted access to March Air Reserve Base runway for civil operations without the need for the aircraft operator to provide prior notification of landing or take-off during normal air traffic control tower operations)

<sup>2</sup>FAA 2013 CY ACAIS Boarding & CY All-Cargo Data Reports; FAA Fiscal Year 2014 AIP Entitlements Programs and the Division of Aeronautics

<sup>3</sup>Air Cargo Mode Choice and Demand Study, July 2010 by TranSystems [http://www.dot.ca.gov/hq/tpp/offices/ogm/key\\_reports\\_files/Air\\_Cargo\\_Mode\\_Choice\\_&Demand\\_Study\\_080210.pdf](http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/Air_Cargo_Mode_Choice_&Demand_Study_080210.pdf)

<sup>4</sup>FAA 2013 General Aviation and Air Taxi Active Aircraft and Total Hours Flown

<sup>5</sup>The Economic Impact of Civil Aviation on the [2009] U.S. Economy (December 2011) - excludes 55 non-NPIAS airports <http://www.faa.gov>

<sup>6</sup>2013 Interagency Airtanker Base Directory (NFES #2537) <http://airtanker.org/wp-content/uploads/2013/02/2013-ATB-Directory.pdf>

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### Federal Aviation Administration (FAA)

The Airport and Airway Trust Fund (AATF) enacted total for FFY 2014 is \$15.9 billion for operations; facilities & equipment; research, engineering & development; and airport grants.

*(AATF Fact Sheet April 2014- includes sequestration)*

In FFY 2014, the FAA Airport Improvement Program approved \$294.9 million in grants to California's airports.

FAA AIP Grant by Airport Type	# of Grants	Amount Awarded
Commercial Service / Primary Hub	51	\$253,172,764
Reliever	26	\$9,740,321
General Aviation	59	\$31,997,244
	<b>136</b>	<b>\$294,910,329</b>

### California Aid to Airports Program (CAAP) Grants

- FY 2013/14: \$1.96 million
  - State AIP Matching Grants (29): \$516,286
  - Annual Credit Grants (144 of 149): \$1.44 million
  - Acquisition & Development: No Grants Issued

### California Aviation System Plan: CIP & GASNA

The 2013 Capital Improvement Plan (CIP) total estimated project cost is \$2.9 billion – [\$1.3 billion at General Aviation Airports and \$1.6 billion at Commercial Service Airports (2014-2023 CIP)]. The next iteration of the CIP is scheduled for release by December 2015. The 2013 update of the 2010 General Aviation System Needs Assessment (GASNA) Appendix IV – a supplemental airport improvement planning document to the CIP, highlights the state's recommended safety and capability enhancement projects valued at an estimated cost of \$282 million.

**Historical Record of CA General Aviation Fuel Sales & State Excise Tax Revenue**

Fiscal Year	AvGas <sup>1</sup> Gallons Sold (in millions)	Jet Fuel <sup>2</sup> Gallons Sold (in millions)	Fuel Gallons Sold (in millions)	Aeronautics Account Revenue <sup>4</sup>		
				Avgas	Jet Fuel	Annual Total
2000-01	27.9	133.2	161.1	\$5,030,000	\$2,664,000	<b>\$7,694,000</b>
2001-02	28.8	120	148.8	\$5,200,000	\$2,400,000	<b>\$7,600,000</b>
2002-03	28.1	122.6	150.7	\$5,100,000	\$2,452,000	<b>\$7,552,000</b>
2003-04	27.3	135.7	163.0	\$4,922,000	\$2,832,000	<b>\$7,754,000</b>
2004-05	23.6	144.3	167.9	\$4,858,000	\$2,763,000	<b>\$7,622,000</b>
2005-06	25.8	149.2	175.0	\$4,408,000	\$3,001,000	<b>\$7,409,000</b>
2006-07	24.7	149.8	174.5	\$2,006,000	\$5,284,000	<b>\$7,290,000</b>
2007-08	28.9	152.7	181.6	\$3,831,000	\$3,627,000	<b>\$7,458,000</b>
2008-09	19.2	123.8	143.0	\$4,457,000	\$2,774,000	<b>\$7,232,000</b>
2009-10	19.6	112.3	131.9	\$3,459,000	\$1,729,000	<b>\$5,188,000</b>
2010-11	16.9	116.9	133.8	\$3,174,000	\$2,371,000	<b>\$5,545,000</b>
2011-12	17.3	125.8	143.1	\$3,114,000	\$2,497,000	<b>\$5,611,000</b>
2012-13	16.3	132.0	148.3	\$2,871,000	\$2,370,000	<b>\$5,241,000</b>
2013-14	15.9	127.7	143.6	\$2,944,000	\$2,801,000	<b>\$5,745,000</b>
2014-15 <sup>3</sup>	7.5	57.3	64.8	\$2,201,777	\$1,525,284	\$3,727,061
<b>Current Fuel Tax Rates:</b>	<sup>1</sup> \$0.18/gallon	<sup>2</sup> \$0.02/gallon				

<sup>1&2</sup>Sources: Taxable Aviation Gasoline (AvGas) & Jet Fuel Gallons 10-Year Reports (State Board of Equalization, Fuel Taxes Division)

<sup>3</sup>AvGas and Jet Fuel gallons sold the first five months of FY 2014-15 (July 1, 2014 - Oct. 31, 2015).

<sup>4</sup>Source: State Controller's Office (SCO) transfers to the Aviation Trust Fund (annual totals may not add up due to rounding)

[Note: There is not a direct relationship between fuel sales and excise tax revenue reported by the SCO. Adjustments by the State Board of Equalization and minor administrative handling fees charged by the BOE and SCO account for the difference in revenue calculations prior to actual Aeronautics Account. The most recent SCO monthly revenue transfer to the Aeronautics Account is limited to the first eight months of FY 2014-15 (July - February 2015).]



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