Aviation in California: Fact Sheet (February 2019)

Aviation Facilities[1]

- **215** General Aviation Airports
- **27** Commercial Service Airports exceed 2,500 annual enplanements in 2017 (23 report greater than 10,000 annual enplanements)
- **68** Special-Use Airports
- **169** Hospital and **196** Corporate, Police, Fire, Agricultural or Private Heliports
- **22** Federal Air Bases / **1** Joint Use Facility (March ARB)
- **108** Automated Weather Observation/Information System Locations

Scheduled Passenger Service[2]

- For the fourth consecutive year, Commercial Service airports reported handling more than 200 million passengers (>241 million – CY 2018)
- The Federal Aviation Administration awarded a total of $55 million in federal FY 2018 to 23 of these airports from the Airport Improvement Program Passenger Entitlement Program, based on CY 2016 enplanements.
- California's share of national air passenger enplanements is greater than 13.1 percent (CY 2017).
- CY 2017, 11 of California's Commercial Service airports rank in the top 100 Primary Airports (Rank is based on CY 2016 enplanements: LAX-2nd; SFO-7th; SAN-25th; OAK-36th; SJC-37th; SMF-41st; SNA-42nd; BUR-58th; ONT-60th; LGB-67th; PSP-87th)

Air Cargo[2]

- In CY 2018, 5.2 million U.S. Tons of air cargo moved through 22 Commercial and GA reporting airports, and the FAA AIP Cargo Airport Entitlement Program awarded $11 million in federal FY 2018 to eleven California airports based on 2016 Landed Weight.
- In CY 2018, California airports share of all reported Landed Weight: 8.8 million U.S. Tons, or 10.5 percent (U.S. Rank based on 2016 reported landed weight: LAX-6th; ONT-11th; OAK-12th; SFO-21st; SAN-35th; MHR-63rd; SMF-70th; SJC-80th; SCK-95th; LGB-102nd; FAT-117th; SBD-129th; RIV-130th; CIC-132nd)
- The top four California airports accounted for 86.7 percent of the states reported landing weight.

Certified Pilots and Registered Aircraft[3]

- General Aviation (GA) operations account for approximately four of every five aircraft operations.
- FAA Registered Aircraft (February 2019): 26,567 (9.1 percent of the U.S. total)
- FAA Certified Pilots (2018): 59,929 (10.6% of the U.S. total)

Aviation's Economic Impact[4]

- Contribution to the U.S. Gross Domestic Product (GDP): $175.7 billion (4.2 percent of the U.S. GDP)
- Contribution to the U.S. employment: 1.1 million jobs (4.8 percent; aviation related jobs)
- California leads the nation in economic output ($ in billions): ["*" indicates 1st in the U.S.] Value of Air Freight Flow ($113.2); Visitor Expenditures* ($89.5); Travel Arrangements* ($2.5); Airport Operations* ($8.4); Airline Operations* ($33.4);
- California ranks in the top five States in the U.S.: Aircraft, Engines, Parts & Avionics Manufacturing ($31.8); R&D (3.8); & Air Couriers ($4.9)
- Impact of FAA Spending in California: $1.6 billion; 10,473 jobs [2nd only to Tennessee]

Aviation's Emergency Preparedness Facilities[5]

- Aside from ensuring aviators have a safe take-off and landing location, California's 242 public-use airports are potential staging areas for emergency response activities in the case of any major catastrophic event. By example, lifesaving operations conducted by Search and Rescue and firefighting agencies rely on aircraft to transport equipment and supplies, personnel deployment, as well as to provide reconnaissance, etc.
- In California, U.S. Forest Service, Fire and Aviation Management coordinates 9 Federal Firefighting Airtanker Bases, 3 Airtanker Reload Bases and 20 Helibases. More information is available from the Forest Service website: http://www.fs.fed.us/fire/aviation/
- To provide air support within 20 minutes, Cal Fire supports ground forces with firefighting efforts via 22 air attack and helitack bases.
- During an emergency, the California National Guard can be activated as a supplemental resource to bring in additional aviation resources on an as-needed basis.

Sources:

[1]Caltrans and the 2018 Federal Aviation Administration's National Plan of Integrated Airport Systems (2019-2023); March ARB is the only Joint Use facility (*Joint Use = March Inland Port Airport Authority is granted access to March ARB 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 operating hours.)*

[2]FAA FFY 2017 ACAIS Boarding & All-Cargo Data Reports; FAA Fiscal Year 2018 AIP Entitlements Programs and the Division of Aeronautics

[3]FAA 2016 Estimated Active Airmen Certificates held as of December 31.

[4]The Economic Impact of Civil Aviation on the U.S. Economy (2017) - excludes 52 non-NPIAS airports http://www.faa.gov; GAMA Contribution of General Aviation to the US Economy (February 2015)

[5]U.S. Forest Service: http://www.fs.fed.us/fire/aviation/; Cal Fire: http://www.fire.ca.gov/fire_protection/fire_protection_air_program

Federal Aviation Administration (FAA)

The Airport and Airway Trust Fund (AATF) enacted total for federal FY 2018 is $18.0 billion for operations; facilities and equipment; research, engineering & development; and airport grants.

The FAA Airport Improvement Program (FY 2018) approved 107 grants worth a total of $292.5 million to support airport improvement projects.

AIP Grant by Service Level	# of Grants	Amount Awarded
Primary & Commercial Service	33	$207,922,275
Reliever	25	$60,743,888
General Aviation	47	$22,612,329
Other (CASP)	1	$2,400,000
	106	$292,478,492
		Current year grants only

California Aid to Airports Program (CAAP) Grants

FY 2017/18: $2.62 million

- State AIP Matching Grants (28): $1.16 million
- Annual Credit Grants (146): $1.46 million
- Acquisition and Development Grants (0): $0

California Aviation System Plan (CASP)

- The 10-year capital need outlook for California airports is $2.77 billion – $1.27 billion at General Aviation airports and $1.50 billion at Commercial Service airports
  (Source: California Aviation System Plan, Capital Improvement Plan – August 2017)

Annual General Aviation Fuel Sales & Aviation Fuel Excise Tax Revenue Transfers to the State Aeronautics Account

	AvGas[1]	Jet Fuel[2]	Combined Aviation Fuel	Aeronautics Account Revenue[3]		
	Gallons Sold	Gallons Sold	Gallons Sold			
Fiscal Year	(in millions)	(in millions)	(in millions)	Avgas	Jet Fuel	Annual Total
2000-01	27.9	133.2	**161.1**	$5,030,000	$2,664,000	**$7,694,000**
2001-02	28.8	120	**148.8**	$5,200,000	$2,400,000	**$7,600,000**
2002-03	28.1	122.6	**150.7**	$5,100,000	$2,452,000	**$7,552,000**
2003-04	27.3	135.7	**163.0**	$4,922,000	$2,832,000	**$7,754,000**
2004-05	23.6	144.3	**167.9**	$4,858,000	$2,763,000	**$7,622,000**
2005-06	25.8	149.2	**175.0**	$4,408,000	$3,001,000	**$7,409,000**
2006-07	24.7	149.8	**174.5**	$2,006,000	$5,284,000	**$7,290,000**
2007-08	28.9	152.7	**181.6**	$3,831,000	$3,627,000	**$7,458,000**
2008-09	19.2	123.8	**143.0**	$4,457,000	$2,774,000	**$7,232,000**
2009-10	19.6	112.3	**131.9**	$3,459,000	$1,729,000	**$5,188,000**
2010-11	16.9	116.9	**133.8**	$3,174,000	$2,371,000	**$5,545,000**
2011-12	17.3	125.8	**143.1**	$3,114,000	$2,497,000	**$5,611,000**
2012-13	16.3	132.0	**148.3**	$2,871,000	$2,370,000	**$5,241,000**
2013-14	15.9	127.7	**143.6**	$2,944,000	$2,801,000	**$5,745,000**
2014-15	16.5	135.6	**113.5**	$3,009,959	$2,471,821	**$5,481,780**
2015-16	16.3	155.7	**172.0**	$3,030,804	$2,946,769	**$5,977,573**
2016-17	14.9	165.9	**180.8**	$2,697,783	$3,366,306	**$6,064,089**
2017-18	15.5	162.1	**177.6**	$2,765,770	$3,251,043	**$6,016,813**
Current Fuel Tax Rates:	*[1] $0.18/gallon*	*[2] $0.02/gallon*				

[1&2]Source: California Department of Tax and Fee Administration (CDTFA) *Taxable Aviation Gasoline (AvGas) and Jet Fuel Gallons 10-Year Reports*

[3]Source: State Controller's Office monthly apportionment to the Aeronautics Account per Revenue and Taxation Code Section 8352.3 (a).

Division of Aeronautics
www.dot.ca.gov/aeronautics