

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 11-12, 2010

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Information Item

From: NORMA ORTEGA  
Chief Financial Officer

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Subject: **CALIFORNIA AVIATION SYSTEM PLAN: 2010 GENERAL AVIATION SYSTEM NEEDS ASSESSMENT (GASNA)**

### **SUMMARY:**

The California Aviation System Plan: 2010 General Aviation System Needs Assessment (GASNA) is presented to the California Transportation Commission (Commission) for informational purposes and will be brought forward for adoption by the Commission at the September 2010 meeting as required by the State Aeronautics Act, Public Utilities Code §21001 et seq. The draft GASNA was presented to the Commission's Technical Advisory Committee for Aeronautics (TACA) on June 16, 2010. Comments received from the TACA were incorporated in the GASNA.

The purpose of the GASNA is to identify, recommend, and prioritize needed airport safety and capacity improvement projects that will benefit the California aviation system. The GASNA is a five-year air transportation system improvement plan based on the needs of public use, General Aviation (GA) airports. The recommended projects are unfunded and do not obligate State funds. Although it is not a state programming document, it is broadly used to help local airport sponsors and managers prioritize needed infrastructure projects and estimate improvement costs.

Proposed projects listed in the GASNA include: (1) Projects needing to optimize airport capacity (e.g. both runway extensions and widenings); (2) Safety projects (e.g. runway pavement improvements, 24-hour automated weather systems, precision approaches and visual runway and airfield markings); and (3) Operational enhancements (e.g. capacity options at Reliever airports). Based on the findings of the report, recommended safety and capacity improvements to all GA public-use airports in the State could cost in excess of \$270,000,000 over a ten year period.

Funding for the State's aviation mission, including GASNA recommendations, is derived from GA Fuel Excise Taxes or 2 percent is retained for the Aeronautics Account.

Spreading few State dollars across 249 public-use airports is challenging and has been further complicated by a decline in Excise Fuel Tax revenue of approximately 1.3 percent per year for the past ten years. When projects are not completed in a timely manner due to funding shortfalls or grant suspensions, costs for infrastructure improvements increase with time, sometimes exponentially, due to greater wear from reduced maintenance. The risk of not reinvesting in aviation would advance a decline in airport improvements needed to sustain passenger service, cargo operations and GA commerce. Maintaining a functionally safe network of airports is vital to natural disaster support, medical response flights, business activities (GA oriented flights), and other economic activities that originate from GA airports.

**BACKGROUND:**

The GASNA is the element of the California Aviation System Plan (CASP) that includes consideration of statewide air transportation matters. The Division's ongoing aviation system planning efforts are in line with the Department of Transportation's goal of providing mobility and stewardship to preserve our existing transportation infrastructure, as well as implementing policies to promote operational safety. Although the GASNA does not grant project approval or funding, the GASNA does identify projects that can assist airport sponsors in identifying needed improvements that can improve statewide system performance as well as increase airport safety and capacity.

2010 General Aviation System Needs Assessment

Weblink : [www.dot.ca.gov/hq/planning/aeronaut/planning/index.html](http://www.dot.ca.gov/hq/planning/aeronaut/planning/index.html)