



Caltrans photo by Scott Lorenzo

Aviation Safety Officer Phillip Miller uses a 'clinometer' to examine the runway at Benton Airpark in Redding. He's checking for holes in the pavement and confirming angle and runway designator markings. Over time, these markings must be changed due to shifting of magnetic poles.

Highway or Flyway, Inspections Needed

Caltrans Works With Feds to Ensure Airport, Hospital Heliport Infrastructure Safe

In addition to its State Highway System oversight, Caltrans also makes sure California's 243 state-permitted, public-use airports and 167 special-use hospital heliports undergo regular permit and safety-compliance inspections.

In the 2016-17 fiscal year, Caltrans' Division of Aeronautics' staff inspected 198 of the airports and 131 hospital heliports.

Aviation safety officers check to ensure the facilities meet state and federal design standards. They're evaluated for obstructions to navigable airspace, markings, lighting, signage, pavement condition, and a host of other operational safety conditions.

Aeronautics staff work closely with the Federal Aviation Administration (FAA), airport sponsors and heliport owners to ensure infrastructure of public-use airports and hospital heliports are in satisfactory-to-good condition.

Public-use airports include commercial service airports, which provide scheduled flights and goods movement, and general aviation airports, which support business flights, agriculture, recreation, flight

Inspections play a key role in determining where scarce resources derived from an excise tax on aviation fuels can be invested.

training, law enforcement, fire suppression, medical transport, and light aircraft manufacturing and maintenance.

These safety inspections play a key role in determining where scarce resources derived from an excise tax on aviation fuels can be invested. Inspection results are shared with the FAA and the facility owners, and are used for programming future airport improvement projects.

Airport pavement, like highway pavement, deteriorates over time. Preventive maintenance saves money, since pavement repair and preservation costs less than replacement.

Airport Pavement Management System (APMS) surveys for general aviation airports are typically conducted every five years, and are usually funded

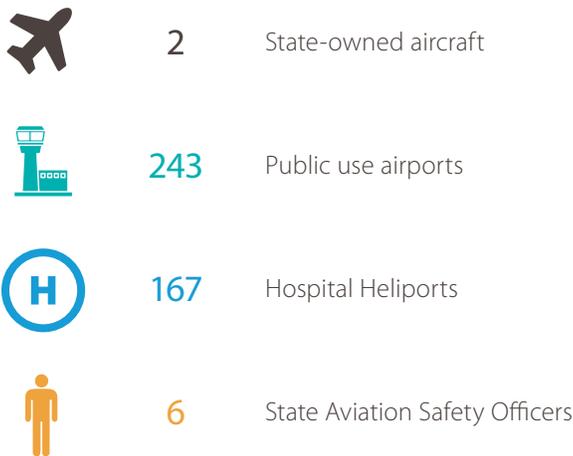
by FAA grants administered by Caltrans' Division of Aeronautics. The Division was recently awarded a \$1.2 million grant by the FAA to conduct APMS surveys at 84 airports in California during the next two years.

Over the last fiscal year, Caltrans awarded 52 grants for a total of \$4 million to fund pavement

projects, as well as to leverage federally funded Airport Improvement Program grants to maintain runways and other critical infrastructure at general aviation airports throughout the state.

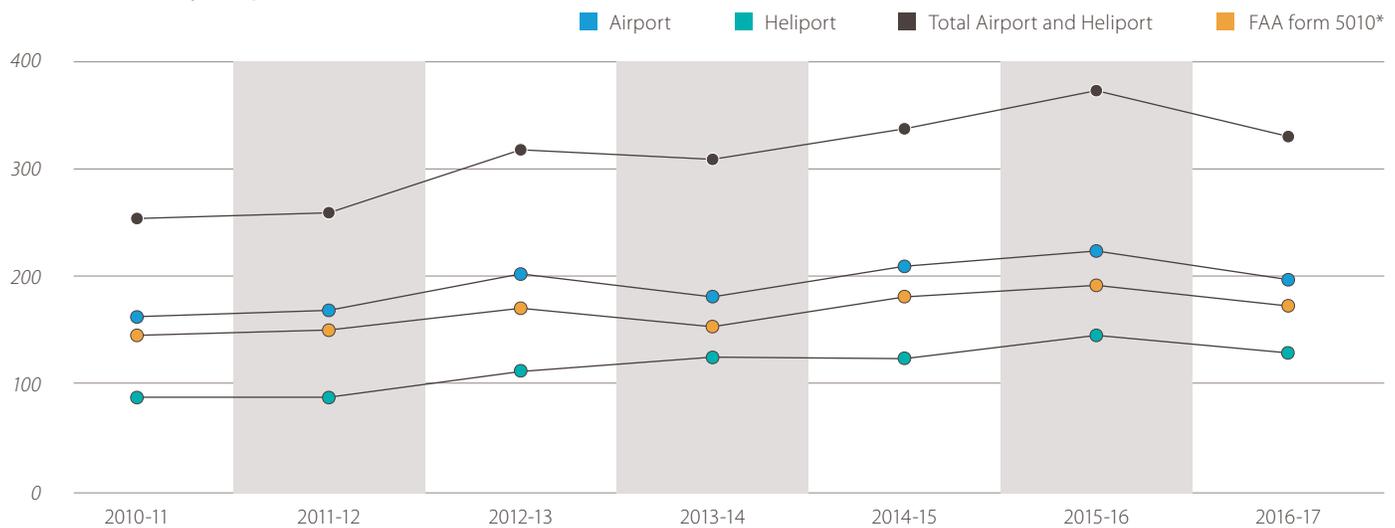
Source: Caltrans Division of Aeronautics

Caltrans Aviation by the Numbers



Airport pavement deteriorates over time, so inspectors with Caltrans' Division of Aeronautics perform regular checkups to ensure infrastructure at more than 400 facilities in California meets standards.

Aviation Safety Inspections



Type	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Airport	164	170	203	182	210	225	198
Heliport	90	90	114	127	126	147	131
Total AP and HP	254	260	317	309	336	372	329
FAA form 5010	147	152	172	155	182	193	174

** 5010s contain aeronautical data on public-use airports*