
PREFACE

This report examines the state of commercial air transportation in the Los Angeles region, how the region's public airports help to provide that service in cooperation with private air carriers, and what kinds of airport improvements Los Angeles area jurisdictions need to provide in the future.

The five-county Los Angeles metropolitan region encompasses 34,000 square miles, about the size of the State of Ohio. Over 15 million people reside in the region, making it the second largest population center in the U.S. Amidst Los Angeles' immense geography and exploding population a multi-airport system has evolved that is matched in only a few other regions around the world.

Los Angeles is rich in airport resources, and the eight existing commercial service airports in the region have met most of the region's air transportation needs in the past. As the region's economy continues to grow and to become increasingly dependent on air transportation, the regional airport system must keep pace with rising demand – or the region's very *ability* to grow will be at risk. During the next 15 years, Los Angeles needs to have the right kind and the right amount of air service available in the right places at the right time. Decisions about infrastructure improvements at the existing commercial airports and the construction of new airport facilities should be made in this regional context.

This report is based on studies by the Southern California Association of Governments (SCAG);^{1/} forecasts from the Federal Aviation Administration (FAA);^{2/} and recent analyses of individual airports, including a number of studies of airport facilities in Orange County,^{3/} a recent study of the development potential of Palmdale,^{4/} and work conducted pursuant to the ongoing Master Plan for Los Angeles International Airport. It is organized into three chapters:

Chapter 1 presents an overview of the regional economy, the regional economic role of air transportation and the goals that the region should establish for its future air transportation system.

Chapter 2 analyzes how the existing regional air transportation system functions and examines the regional economic contributions made by the system and the airports in it.

Chapter 3 characterizes the airport system infrastructure improvements and capacity enhancements that the region will need during the next 15 years and examines possible means by which those can be provided.

^{4/} Palmdale Market Feasibility Study, 1999

^{1/} Air Cargo In The SCAG Region, SCAG, November, 1992; 1998 Regional Transportation Plan (Community Link 21), SCAG, April, 1998.

^{2/} 1997 - 2010 Terminal Area Forecast, USDOT, FAA October 1997

^{3/} A New Orange County Airport At El Toro: An Economic Benefits Study. Erie, Steven P., Kasarda, John, & McKenzie, Andrew, October, 1998; Draft EIR 573 for MCAS El Toro Master Development Plan, Base Transition Plan and Airport System Master Plan (JWA and OCX), County of Orange, December, 1999; Airport System Master Plan for John Wayne Airport and Proposed Orange County International Airport, County of Orange, December, 1999.

^{4/} Palmdale Airport Study, 1999