

# Air Cargo in California: Fact Sheet



## Aviation's Economic Impact

Sources: *Aviation in California: Benefits to Our Economy and Way of Life 2003*; FHWA, Office of Freight Management and Operations, *Freight Analysis Framework 2002*; and the California Technology, Trade and Commerce Agency 2000

- In 2003, Aviation contributed 9 percent of both the GDP (\$110.7 billion) and employment (1.7 million jobs)
- California Air Cargo Value: \$173 billion (2000)

## Air Cargo Traffic (2006)

Source: *Pocket Guide to Transportation 2008 U.S. DOT Bureau of Transportation Statistics*; *2006 CY ACAIS Boarding & All Cargo Data Reports FAA*

- By Value, 25 percent of international trade traveled by air worth \$731 billion.
- By landed weight, California air cargo airports handled 11.5 percent of nation's air cargo.
- Seven airports in California ranked in the top 60 U.S. cargo airports.  
(Los Angeles Int'l (LAX), 4<sup>th</sup>; Metropolitan Oakland Int'l (OAK), 10<sup>th</sup>; LA Ontario (ONT), 12<sup>th</sup>; San Francisco Int'l (SFO), 16<sup>th</sup>; San Diego Int'l (SAN), 40<sup>th</sup>; Sacramento Mather (MHR), 53<sup>rd</sup>; & San Jose Int'l (SJC), 58<sup>th</sup>)

## Air Cargo Imports & Exports

Source: *The Role of Air Cargo in California's Agricultural Export Trade and Taking the Fast Plane to China* by Jock O'Connell, California State University, Fresno April 2008; *Rise of the Aerotropolis* Greg Lindsay, Fastcompany

- Valued at \$554 billion, 50 percent of the total U.S. exports are moved by air.
- In 2004, nearly 55 percent of California merchandise was exported by air.
- Fifty percent of air cargo is flown in passenger aircraft.
- In 2007, most of California's \$127 billion export trade traveled by air
- In 2007, LAX and SFO together handled 97 percent of California airborne imports and exports
- In 2007, airborne agricultural exports from California totaled \$685 million
- 2007 China / California air trade imbalance: for every pound California exports, China imports 7.5 pounds, provides exporters an attractive "back haul" rate

For more information please visit:  
<http://www.dot.ca.gov/aeronautics>

## Air Cargo Trends

Sources: *2030 Forecast Air Cargo + factors influencing growth trends*, West Coast Corridor Coalition; *Capacity Needs in the National Airspace System* FAA June 2004; *Aerotropolis: Airport-driven urban development* by John Kasarda

- By 2025, world air cargo will triple, growing annually by 3 percent domestically and by 6 percent globally.
- Six San Francisco Bay Area and Los Angeles Basin area airports will need additional capacity by 2020 – OAK, SFO, BUR, LGB, SNA & ONT.
- Aviation industry only produces 2 percent of global CO<sub>2</sub>, however, aviation emissions are difficult to measure due to the nature of air travel.
- New turbine engine technologies and new air freighter designs are increasing the efficiency, range and capacity of international shipping.
- FAA NextGen programs will increase the efficiency of air travel, reduce fuel consumption and provide more air space capacity.
- Aerotropolis: LA/Ontario Airport is an example of an air cargo hub airport evolving to accommodate growth.

## Major Air Cargo Metropolitan Areas

Source: *Monthly airport activity reports from respective airports by the Division of Aeronautics*

- In 2007, Los Angeles Basin and San Francisco Bay Area airports combined handled 93 percent of California's air cargo.
- In 2007, Los Angeles International Airport handled 46.1 percent of the air cargo shipments, or 2.1 million tons.
- Major Air Cargo Hub Airports:  
International Hubs: LAX & SFO  
Domestic Hubs: ONT (UPS) & OAK (FedEx)

## Next Steps: Raising Air Cargo Awareness

- Caltrans 2009 Goods Movement Action Plan II will include an air cargo section.
- Caltrans will meet with airport sponsors and air cargo industry to discuss the future of air cargo.

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# California Department of Transportation



## AIR CARGO AIRPORTS AND HIGHWAY CONGESTION RELATIONSHIP

### Major Air Cargo Facilities

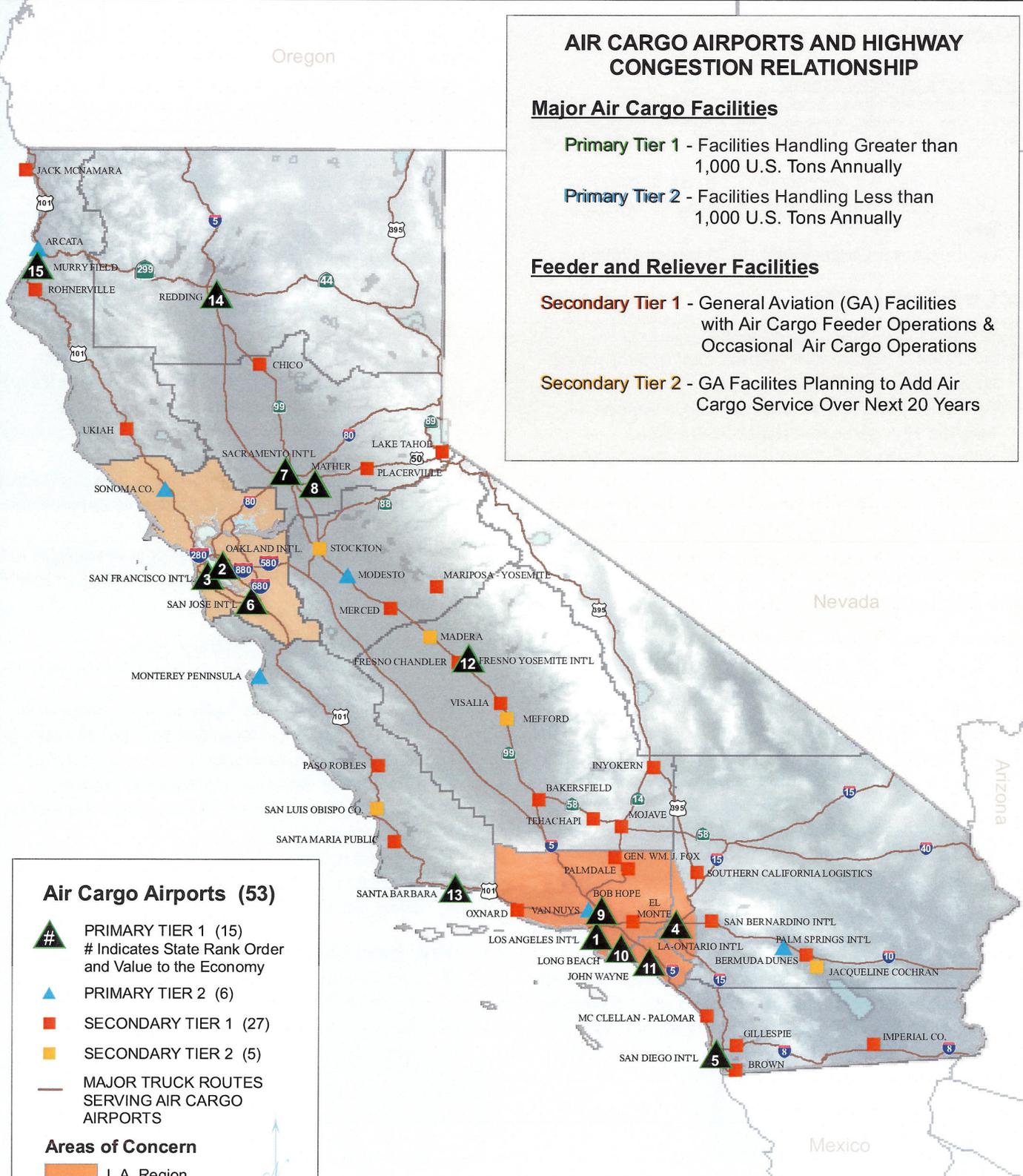
**Primary Tier 1** - Facilities Handling Greater than 1,000 U.S. Tons Annually

**Primary Tier 2** - Facilities Handling Less than 1,000 U.S. Tons Annually

### Feeder and Reliever Facilities

**Secondary Tier 1** - General Aviation (GA) Facilities with Air Cargo Feeder Operations & Occasional Air Cargo Operations

**Secondary Tier 2** - GA Facilities Planning to Add Air Cargo Service Over Next 20 Years



### Air Cargo Airports (53)

- PRIMARY TIER 1 (15)  
# Indicates State Rank Order and Value to the Economy
- PRIMARY TIER 2 (6)
- SECONDARY TIER 1 (27)
- SECONDARY TIER 2 (5)
- MAJOR TRUCK ROUTES SERVING AIR CARGO AIRPORTS

### Areas of Concern

- L.A. Region
- S.F. Bay Region

Public Use Airports and Military Air Fields Map 2007 located at <http://www.dot.ca.gov/hq/planning/aeronaut/documents2/pubuse07.pdf>