June 24, 2026

The Honorable Melissa Hurtado
California State Senate
1021 O Street, Room 6510
Sacramento, CA 95814

RE: Senate Bill 661 – SUPPORT

Dear Senator Hurtado,

As national aviation associations representing all facets of the general and business aviation industry, we write to express our strong support for SB 661.

Together, we represent tens of thousands of California general aviation stakeholders, including individual aircraft owners, on-demand air carriers, business aviation operators, aero medical operators, general aviation airport sponsors, aeronautical service providers, and aircraft manufacturers. The California general aviation sector leads the nation in economic impact, contributing over $39.8 billion to the state's total economic output, sustaining more than 146,600 California jobs, and directly supporting other significant economic drivers including agriculture, technology, tourism, and small businesses.[1]

SB 661 would move California toward compliance with the Federal Aviation Administration (FAA) requirement that aviation fuel tax revenue be used solely for aviation-related purposes such as airport infrastructure and operations, state aviation programs, and aviation system development.[2] Our associations appreciate your efforts to curtail decades of aviation revenue diversion that have put California's federal transportation funding at risk, and we strongly support SB 661's balanced revenue allocation to benefit the state's entire aviation sector—both commercial and general aviation.

California's network of nearly 250 public-use airports range in size and operational scope but work together as an interconnected aviation ecosystem. The state's 214 general aviation airports offer tremendous public benefit, providing essential support for firefighting, disaster relief, medical care, and law enforcement services; enabling local business development and job creation; and providing air transportation in communities without scheduled air service.

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[1] PwC. *Contribution of General Aviation to the US Economy in 2023*.
[2] Federal Aviation Administration. (1999). *Policy and Procedures Concerning the Use of Airport Revenue.*

General aviation airports are also vital to the deployment of Advanced Air Mobility (AAM) technologies like electric conventional and vertical take-off and landing (eVTOL) aircraft, which will expand California's transportation options and strengthen its aviation system sustainability. Importantly, general aviation airport users pay state and local aviation fuel taxes that are diverted from the aviation system.

Therefore, we strongly support SB 661's twenty percent revenue allocation to general aviation airports, recognizing their economic and societal benefit to hundreds of communities across the state. We also support your commitment to ensure California's reliever airports are included in this allocation, recognizing their contribution to efficient system management by relieving traffic congestion and reducing delays at major hub airports.

Ending the aviation fuel tax diversion in a manner that supports California's entire aviation sector—and entire airport network—must be a priority. Thank you for your leadership and we look forward to continued partnership with you on this important legislation.

Sincerely,

Aircraft Owners and Pilots Association (AOPA)
Experimental Aircraft Association (EAA)
General Aviation Manufacturers Association (GAMA)
National Air Transportation Association (NATA)
National Business Aviation Association (NBAA)
Vertical Aviation International (VAI)