

AERONAUTICS COMMISSION

ITEM 257 of the Budget Bill

Budget page 847
Budget line No. 7

For Support of the Aeronautics Commission From the General Fund

Amount requested	\$130,725
Estimated to be expended in the 1952-53 Fiscal Year	114,068
Increase (14.6 percent)	\$16,657

Summary of Increase

	Total increase	INCREASE DUE TO		Budget page	Line No.
		Work load or salary adjustments	New services		
Salaries and wages	\$11,403	\$5,631	\$5,772	847	54
Operating expense	4,979	1,119	3,860	847	75
Equipment	275	275	---	848	8
Total increase	\$16,657	\$7,025	\$9,632		

RECOMMENDATIONS

Amount budgeted	\$130,725
Legislative Auditor's recommendation	121,093
Reduction	\$9,632

ANALYSIS

The requested appropriation for the Aeronautics Commission represents an increase of \$16,657 or 14.6 percent above estimated expenditures for 1952-53. The chief items of increase under salaries and wages are as follows: one new position of associate statistician at \$5,772 and the reclassification of one position of delineator to aviation safety representative. The chief items of increase under operating expenses are increases of \$1,000 in traveling expenses for the staff, \$860 in commission traveling expense, and \$2,000 in airplane operation.

In a special report to the Joint Legislative Budget Committee on December 19, 1952, a more complete analysis of the operations and functions of the Aeronautics Commission was presented. This report concluded as follows:

1. It is recognized that the State Aeronautics Commission, in engaging in activities related to the development of aeronautics and airport planning, performs services of value to the industry, to local jurisdictions and to the State.
2. The development of laws and facilities for the regulation of aircraft, pilots and air facilities has been such as to make actual control over all of these matters largely one of federal jurisdiction and support.
3. The California Aeronautics Commission Act, as is characteristic of many so-called "model acts," is an enabling act designed to serve almost any conceivable aeronautics function which might be authorized by the State and contains authority for promotion and operation of many functions which have never been implemented by the State through appropriation or supplementary legislation. Illustrations of this are authority to make loans and grants to local governments and authority to build and operate airports.

4. A review of the functions performed by the State Aeronautics Commission shows that these are largely in the nature of assistance, cooperation, promotion and development (particularly of airports and airport planning) rather than functions related to actual regulation.

5. Because of the application of federal laws and regulations, apparently the only actual regulatory function performed by the Aeronautics Commission is in connection with its rules and regulations providing for commission approval of airport sites and permits for the operation of airports.

6. In view of the jurisdiction and activities of the Federal Government in regard to aeronautics and in view of the limited regulatory functions necessary to be performed by the commission, the Legislature is in a position, as a matter of state policy, through the device of appropriation to determine the level of service to be devoted to matters of airport planning, airport development and services to the industry and local governments. The act is such as to render it capable of being administered at virtually any level which might be decided by the Legislature.

7. None of the functions performed by the Aeronautics Commission are such that they could not be performed through a division of an existing department rather than by a separate aeronautics commission. However, so long as the State recognizes the promotion and development of aeronautics and the approval of airport sites and airports as a state function, there is justification for the administration of these functions through a commission type of organization. Although minor savings might be made by administration of the function through an existing department, there are apparently no substantial savings from a change in organization that could not as well result from a reduction of services under the present organization.

8. In view of these findings, we believe that the function of airport planning and aviation promotion is one that can be limited in its scope and at a lower state cost to the extent that strict economies by the State are necessary. However, on the basis of existing law and state policy we believe that the existing budget of the agency is reasonable.

In view of these findings and recommendations, we recommend that the budget for the Aeronautics Commission be maintained at substantially the same level as was approved for 1952-53. To accomplish this we recommend the deletion of the following items :

	<i>Amount</i>	<i>Budget page</i>	<i>Line No.</i>
Delete position of associate statistician-----	\$5,772	847	50
Reduce travel expense—staff-----	1,000	847	59
Reduce travel expense—commission-----	860	847	60
Reduce airplane operation-----	2,000	847	68
Total reduction -----	<u>\$9,632</u>		