

REVENUE: No revenue impact

FISCAL: Fiscal statement issued

Action:	Do Pass as Amended and Be Printed Engrossed
Vote:	9 - 0 - 1
Yeas:	Bailey, Bentz, Berger, Boone, Edwards D., Gilman, Kahl, Schaufler, Weidner
Nays:	0
Exc.:	Beyer
Prepared By:	Patrick Brennan, Administrator
Meeting Dates:	5/20

WHAT THE MEASURE DOES: Expands from four to six the number of airports eligible to participate in the Department of Aviation's "through the fence" pilot project. Revises the definition of "rural airport" for purposes of conditions used to determine eligibility for the pilot project.

ISSUES DISCUSSED:

- Commercial activities near rural airports
- State versus federal regulation of airports
- Expansion of definition of "rural airport"

EFFECT OF COMMITTEE AMENDMENT: Corrects wording by replacing "direct access to aircraft by the airport runway" with "direct access to the airport runway by aircraft" in Section 1(1).

BACKGROUND: Many airports in Oregon abut private properties that are allowed access to airport taxiways and runways. Such properties can be developed in a manner typical of commercial and industrial property, with the additional requirement that to remain functional they must maintain access to the public airport runway. Such properties are referred to as "through the fence" properties, in that their airport access must cross the airport property line, colloquially referred to as the "fence."

Current law authorizes the Department of Aviation to conduct a pilot program for encouraging economic development via "through the fence" properties. ORS 836.642 specifically identifies the Aurora State Airport as a site for the pilot program, and allows for two additional sites, which are currently open to airports that serve cities or metropolitan areas with populations of less than 75,000.

Senate Bill 170-B increases from three to six the number of rural airports that may participate in the "through the fence" program from three to six. It also alters the eligibility criteria for participation by amending the definition of "rural airport" to include those that serve cities or metropolitan areas with 500,000 or fewer residents, provided that the airport does not have a permanent air traffic control tower. Currently there are nine airports in Oregon with control towers: Portland International Airport, Salem/McNary Field, Hillsboro Municipal Airport, Mahlon Sweet Field in Eugene, Southwest Oregon Regional Airport in Coos County, Rogue Valley International Airport in Medford, Klamath Falls Airport, Roberts Field/Redmond Airport, and Eastern Oregon Regional Airport in Pendleton.

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This summary has not been adopted or officially endorsed by action of the committee.