



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

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***Testimony of AOPA on HB2075, Aviation Fuel Taxes  
Before the Oregon House Committee on Revenue, April 14, 2015***

Good afternoon Chair Barnhart and members of the Committee,

My name is David Ulane, the Northwest Mountain Regional Manager for the Aircraft Owners and Pilots Association, known more commonly in the aviation industry by our acronym, AOPA. Founded in 1939, AOPA is the largest aviation association in the world, with over 340,000 members nationwide and nearly 5,000 here in Oregon. As a not-for-profit membership association, AOPA has for over 75 years been committed to ensuring the safety, future viability, and development of general aviation as an integral part of our national transportation system.

AOPA's members in Oregon strongly support a safe, well-maintained and adequately funded aviation system in the state, capable of serving all sizes of communities and types of aviation activity. Our members appreciate the dedication and excellent work of Mitch Swecker, the Oregon Aviation Department Director and his staff. With minimal personnel and limited financial resources, Mitch and his staff have been efficient and as effective as possible in supporting the state's aviation system, including the 28 airports owned and operated by the state.

AOPA recognizes that the existing financial structure of the Department of Aviation is not sustainable. Preservation and improvement of the state's aviation system will require additional investment on the part of all users if aviation and airports are to continue to drive over \$9.0 billion of economic activity in the state, and support over 78,000 jobs.<sup>1</sup>

If the Oregon Department of Aviation were adequately funded through reasonable and equitably applied aviation fuel taxes, such as those being proposed in House Bill 2075, there would be no need to increase pilot or aircraft registration fees, which is concurrently proposed in Senate Bill 269. In fact, we would suggest that with a reasonable and equitable aviation fuel tax which adequately funds the aviation system, aircraft and pilot registration fees would be unnecessary and could be eliminated.

Accordingly, we urge the committee to support House Bill 2075, which we feel is the best vehicle for addressing the state's aviation system funding needs, and reject any effort to increase pilot and/or aircraft registration fees.

Thank you,

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<sup>1</sup>2014 Oregon Aviation Plan, Economic Impact Statement for NPIAS Airports  
[http://www.oregon.gov/aviation/docs/system\\_plan/2014\\_Oregon\\_Aviation\\_Economic\\_Update\\_Executive\\_Summary.pdf](http://www.oregon.gov/aviation/docs/system_plan/2014_Oregon_Aviation_Economic_Update_Executive_Summary.pdf)