

Testimony in support of HB 2075 to Oregon House Revenue Committee 4/14/2015

By: Gale "Jake" Jacobs, Executive Director – Oregon Aviation Industries (ORAVI)
and AUVSI Cascade chapter board of directors (Unmanned aircraft)

Oregon Aviation Industries is the aviation Cluster group initiated by the Oregon Business Council
400 businesses 78 cities 7,000 jobs avg salaries \$62,000 \$2 billion direct impact \$22B indirect
80 members in last 1 and ½ years. Manufacturing, Operations, Airports, Unmanned Aircraft Systems
Typical members include: Garmin, Vans AC, Synergy Air, Columbia Helo, Prineville, John Day & Sisters
airports, Central Oregon Community College, Portland Community College, Embry-Riddle Portland.

97 public use airports. Oregon Department of Aviation 28. 70 Municipal. 200+ others. 300+ total-rural

Aviation in Oregon is seriously underfunded. We support HB 2075 aviation funding

Needs to be met: per I letters and email sent to committee members.

1-Grant matches for FAA, Connect Oregon, SCADA (60 Oregon airports qualify for FAA matched grants)

2-Commuter air service to rural Oregon. Leverage Pendleton-PDX OTH --SeaPort EAS supported.

Examples: Burns John Day Baker City Astoria Newport (with North Bend)

3-Maintain and improve airport infrastructure. Runways, safety, lighting, markings.

4-Emergency preparedness. Natural disasters. Bridges out. Roads closed. Cascadia Subduction

5-Economic development. Capitalize on UAS opportunity with 3 test zones. SOAR, OEDA etc.

Funding: \$10 million

Today: Avgas= 9 cents per gallon. Jet fuel= 1 cent per gallon-- Same as 50 years ago.

Increase to 4 cents per gallon for each. 13 cents and 5 cents (less than \$1 added to airline ticket)

Parity with nearby states. Parity with other transportation systems such as roads and highways

Paid by the users of the aviation system. User fee type vs: tax.

Aviation funding is a statewide issue that can provide major benefits to **RURAL** Oregon's economy