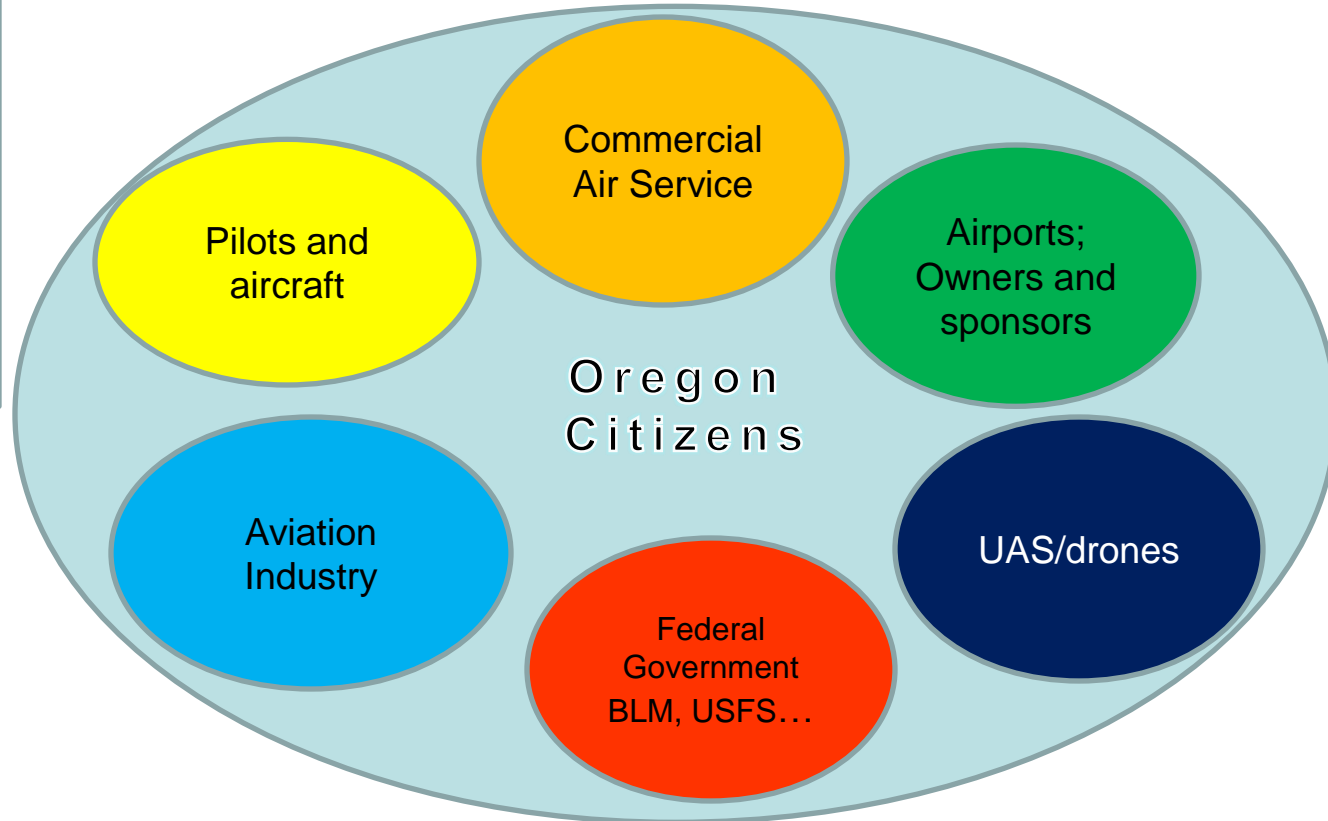


# Oregon Department of Aviation (ODA)

***“SUPPORTING OUR  
COMMUNITIES BY  
PRESERVING AND  
ENHANCING AVIATION”***

# Oregon Aviation System

Regulatory/Admin  
FAA  
Governor  
Legislature  
Local Govt  
LEO  
State Agencies  
Others?



# Aviation Stakeholders

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- **Interaction with other stakeholder groups:**
  - **ORAVI – Oregon Aviation Industry Cluster**
  - **OPA – Oregon Pilots Association**
  - **OAMA – Oregon Airport Managers Association**
  - **AOPA – Aircraft Owners and Pilots Association**
  - **AAAE – American Association of Airport Executives**
  - **EAA – Experimental Aircraft Association**
  - **NBAA – National Business Aviation Association**
  - **NASAO – National Association of State Aviation Officials**
  - **SOAR – Unmanned Aerial Systems Consortium Board of Directors**
  - **AUVSI – Association of Unmanned Vehicles International**
  
  - **Citizens**
  - **Cities, counties, ports,**
  - **State and local agencies**
  - **Chambers of Commerce**



# Oregon Aviation System Plan (OASP)

- Modal Plan for Aviation
- Part of the Oregon Transportation Plan
- Comprehensive Plan last updated in 2007
  - Introduction/Overview (chapter 1)
  - Inventory of Airports (chapter 2)
  - Demand projections (chapter 3)
  - Airport functional roles (chapter 4)
  - Analysis and Recommendations (chapter 5)
  - Special considerations trends, innovation (chapter 6)
  - Airport funding programs (chapter 7)
  - Economic Impact of Oregon Airports (chapter 8)
- 57 Oregon Public Use Airports part of the NPIAS
  - National Plan of Integrated Airports System
- FAA has agreed to fund full update of OASP ongoing through 2016
  - Chapter 8 in 2013
  - Chapters 2-4 in 2015

# Oregon's System of Airports

- ➔ **97 Public Use GA Airports in Oregon**
  - **28 are State Sponsored**
  - **Located in all regions of the state**
  - **7 6 Air Carrier Airports (FAR 139)**

- ➔ **360+ Private Use Airports**

McKenzie Bridge State Airport at west foothills of Cascade Mountains.



Joseph State Airport located east of Wallowa Mountains.

- ➔ **4000+ Aircraft actively registered**
- ➔ **4,000 Active pilots**



# Mission

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- ODA serves the state of Oregon through a three-fold focus of advocating for the **safe operation, economic growth, infrastructure improvement** of aviation and airports in Oregon.
- Committed to the development and realization of its strategic plan by:
- Providing Service to **aviation constituents, airport owners/sponsors** and **aviation system users** throughout Oregon;
  - Addressing statewide aviation issues;
  - Coordinating and providing expertise on aviation legislation
  - Maintaining 28 State-owned Airports

# ODA Duties & Roles

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- **Promote Aviation Business and Jobs (ORS 836.055)**
- **Airport Operations and Maintenance (28 Airports) ORS 836.025)**
- **Statutory Tall Structure Analysis Program (statewide)– (ORS 836.530)**
- **Manage Pavement Maintenance Program (ORS 836.072)**
- **Statewide Capital Improvements Program (SCIP w/FAA, 49 Airports) (ORS 836.070/040)**
- **License 97 Public Use Airports (annually) (ORS 836.105)**
- **Register 360 Private Airports (annually) ORS 836.610)**
- **Register Oregon Pilots & Aircraft (over 4,000 of each) (ORS 837.025/ORS 837.040)**
- **Aviation Safety Program (ORS 836.085)**
  - **Conducts FAA Mandated Airport Inspections (5010)**
- **Assistance to Airport Sponsors (Land use, FAA Regs, tech expertise) (ORS 836.010)**
- **ODA generates revenue to conduct operations**
  - **Fuel tax**
  - **Leases/access fees**
  - **Fuel Flowage/sales**
  - **Pilot/Aircraft registration**
  - **Inspections**

**No General/Lottery Fund dollars**

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# Aviation Board

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- **Established in 1921 (First Aviation Organization in the U.S.)**
  - **Precedes FAA**
  - **Certified aircraft**
  - **Licensed pilots**
  - **Built or helped build system of airports in Oregon**
  
- **Seven Member Policy Board appointed by the Governor ORS 835.102**
  - **One member from east of Cascades**
  - **No more than four members of same political party**
  - **Represent both private and public sector**
  - **Four year terms (two terms max)**
  - **Confirmed by Oregon Senate (first time in person/subsequent term not required)+**
  - **Provide Policy guidance to Agency Director**
  
- **Serves as CONNECTOREGON Aviation Modal Committee**
  
- **Board/Director Work with/for Governor's Transportation Advisor – Karmen Fore**
  
- **Contact with Legislative Members**
  - **Issues based**
  - **As requested**
  
- **Ethics Rules –**
  - **Conflict of Interest declared before votes**
  - **No personal financial gain**



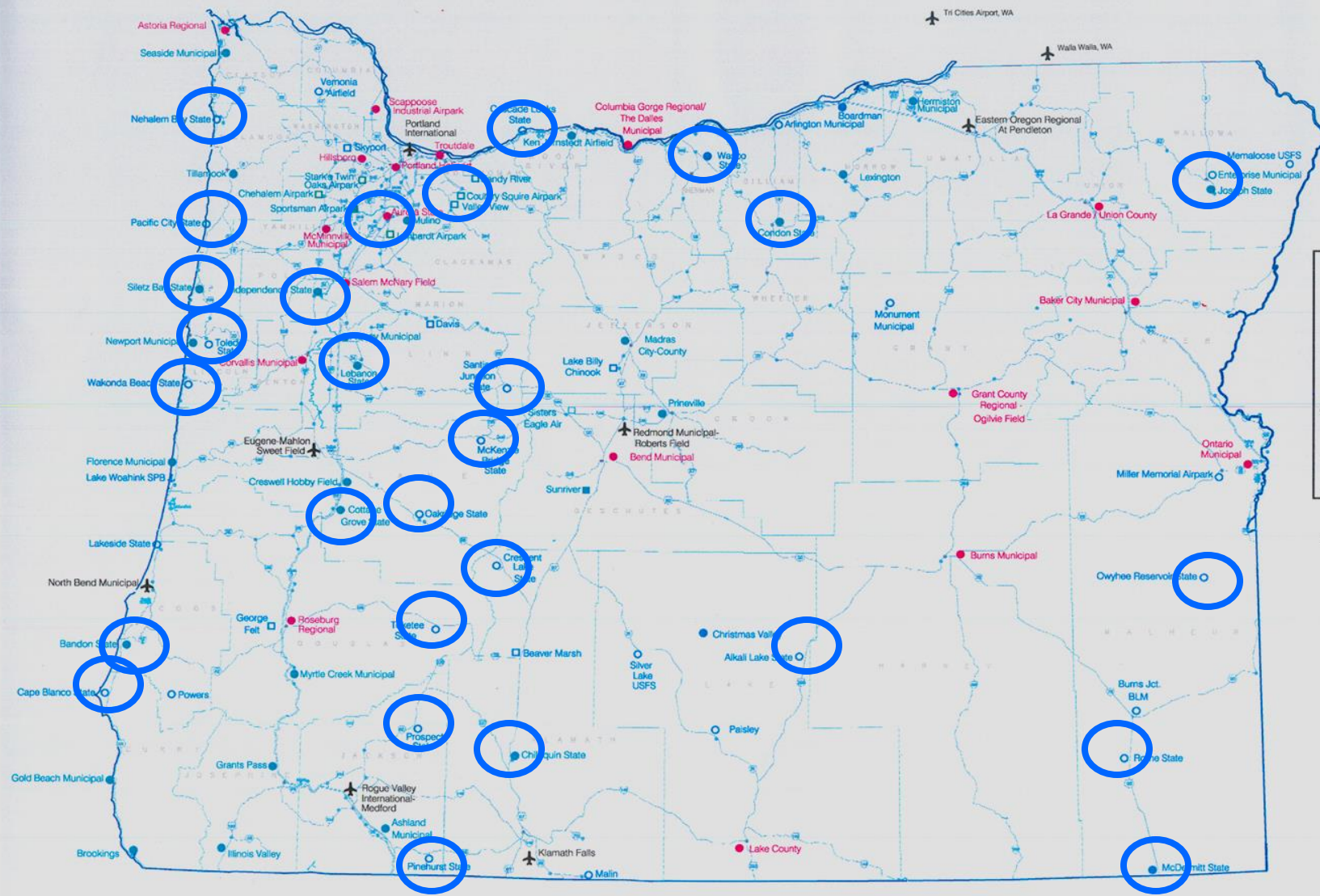
# Aviation Board Issues

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- **Board membership/turnover: Two additional members “term out” in 2015**
  - Nan Garnick – Redmond (private sector – Aviation fire fighting company)
  - Larry Dalrymple – (public sector - Pendleton (airport manager))
  - Both East of the Cascades
- **Legislative Concepts**
  - ODA Fee increase package
    - pilot registration,
    - aircraft registration,
    - airport registration
  - CONNECTOREGON/Lottery
- **Roles and Missions – What should Oregon’s airport system look like in 2, 10, 20 years?**
  - Declining infrastructure
  - Declining commercial air service in the state
  - Bringing new pilots into the system
  - Encouraging economic development
- **Public Outreach – How to educate the citizens of Oregon about importance of aviation**
- **Aviation Board Meetings – locations? Participation?**

# Map of 28 State-owned Airports

## OREGON AVIATION SYSTEM AIRPORTS



**LEGEND**

COMMERCIAL  
 BUSINESS/HIGH ACTIVITY G.A.  
 REGIONAL G.A.  
 COMMUNITY G.A.  
 LOW ACTIVITY G.A.

NPIAS (57)  
 ●/✈ PUBLICLY OWNED (55)  
 ■ PRIVATELY OWNED (2)

NON - NPIAS (41)  
 ○ PUBLICLY OWNED (28)  
 □ PRIVATELY OWNED (12)  
 ↓ SEAPLANE BASE - PVT (1)

REVISED JANUARY 2003

✈ Crescent City, CA

Boise, ID ✈



# FAA Funding Since 2009

	2009	2010	2011	2012	2013	Total FAA Grant Funding since 2009
*Primary (Commercial)	\$ 57,746,262	\$ 31,961,189	\$ 40,326,717	\$ 34,646,167	\$ 21,592,843	\$ 184, 946,178
Reliever (Hillsboro & Troutdale)	\$ 2,350,000	\$ 9,650,000	\$ 511,000	\$ 7,050,000	\$ 0	\$ 19,561,000
Essential Air Service (Pendleton)	\$ 1,115,296	\$ 560,862	\$ 690,893	\$ 933,804	\$ 125,000	\$ 3,425,855
General Aviation	\$ 14,791,845	\$ 13,476,997	\$ 20,755,753	\$ 21,561,781	\$ 15,660,830	\$87,392,206
ODA State Grants (PMP & System Planning)	\$ 555,304	\$ 171,250	\$ 261,696	\$ 299,461	\$ 820,202	\$ 2,107,913
<b>Total Grant</b>	<b>\$ 76,558,707</b>	<b>\$ 55,820,298</b>	<b>\$ 62,546,059</b>	<b>\$ 64,309,213</b>	<b>\$ 38,198,875</b>	<b>\$ 297,433,152</b>

\*Primary includes PDX, Medford, North Bend, ~~Klamath Falls~~, Redmond, Eugene plus Pendleton



# 2014-2019 FAA Airport Projects

Statewide Capital Improvement Program (SCIP)  
Five Year Plan

Year	Total Project	10% Match	TOTAL FAA
*2015	\$30,866,635	\$3,086,664	\$27,779,971
*2016	\$38,821,055	\$3,882,106	\$34,938,949
*2017	\$31,615,712	\$3,161,571	\$28,454,141
*2018	\$28,592,609	\$2,859,261	\$25,733,348
#*2019	\$31,348,847	\$8,358,769	\$22,990,078
<b>Total</b>	<b>\$161,244,858</b>	<b>\$21,348,371</b>	<b>\$139,896,487</b>
	# includes overmatch for Troutdale and Hillsboro		
	* does not include primary airports		



## CONNECTOREGON Aviation Funding Since 2005

Total <i>CONNECTOREGON</i>	Yearly amounts
<i>CONNECTOREGON I</i> *Medford \$4,766,400 Multimodal	*\$22,808,910
<i>CONNECTOREGON II</i>	\$26,905,916
<i>CONNECTOREGON III</i>	\$25,192,855
<b>CO III RURAL AIRPORTS</b>	<b>\$3,898,421</b>
<i>CONNECTOREGON IV</i>	\$10,152,170
<i>CONNECTOREGON V</i>	\$6,567,195
<b>Total Aviation Funds</b>	<b>\$95,525,467</b>



# *Funding Breakdown*

## *By Mode Analysis*

Aviation with over 61% of all ConnectOregon leveraged \$

Mode	ConnectOregon Funds Awarded	% of Total Funds Awarded	Total Matching Funds	% of Total Funds Leveraged
Aviation	\$82,093,161	25%	\$251,575,591	50%
Marine	\$52,907,765	16%	\$34,273,155	7%
Rail	\$146,215,697	44%	\$84,959,121	17%
Transit	\$38,213,172	11%	\$62,582,673	13%
Multimodal*	\$11,466,400	3%	\$9,806,800	2%
Rural Airports	\$3,898,421	1%	\$55,848,420	11%
<b>Total</b>	<b>\$334,794,616</b>	<b>100%</b>	<b>\$499,045,760</b>	<b>100%</b>

\* Multimodal projects were identified as proposing specific connections between eligible modes. The funds were utilized to construct facilities for two or more different modes of transportation.



# Questions?



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