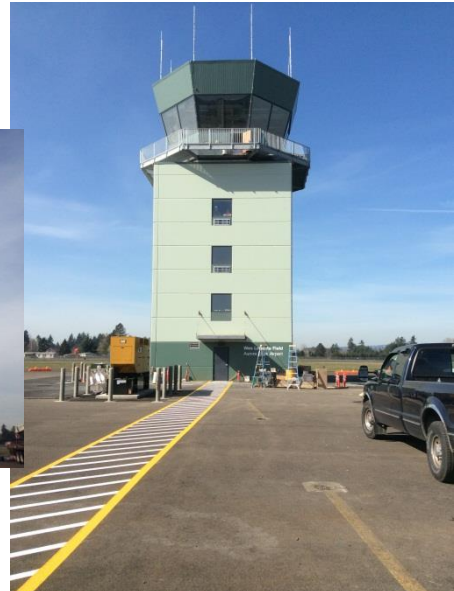


Oregon Department of Aviation (ODA) House Transportation Policy Committee Feb 1, 2017



Mission

The Oregon Department of Aviation serves Oregon through a three-fold focus of advocating for the economic growth, infrastructure improvement and safe operation of aviation in Oregon.



Sunrise over Mt. Jefferson at the Salem Office

Historical Perspective

- **Oregon Dept. of Aeronautics - Oldest aviation agency in US (1921)**
 - First powered flight in 1903
 - Air Mail Act of 1925 facilitated airline industry
 - Bureau of Air Commerce 1934
 - Civil Aeronautics Authority 1938
 - FAA began in 1958



Aurora Airport circa 1950s



Aurora Airport 2016

Oregon's System of Airports

→ Aviation System Plan -2007

→ Updates in work 2017-2018

→ 97 Public Use Airports in Oregon

- 28 are State Sponsored
- Located in all regions of the state
- 7 Air Carrier Airports (FAR 139)

→ 370+ Private Use Airports



McKenzie Bridge State Airport

1/31/2017



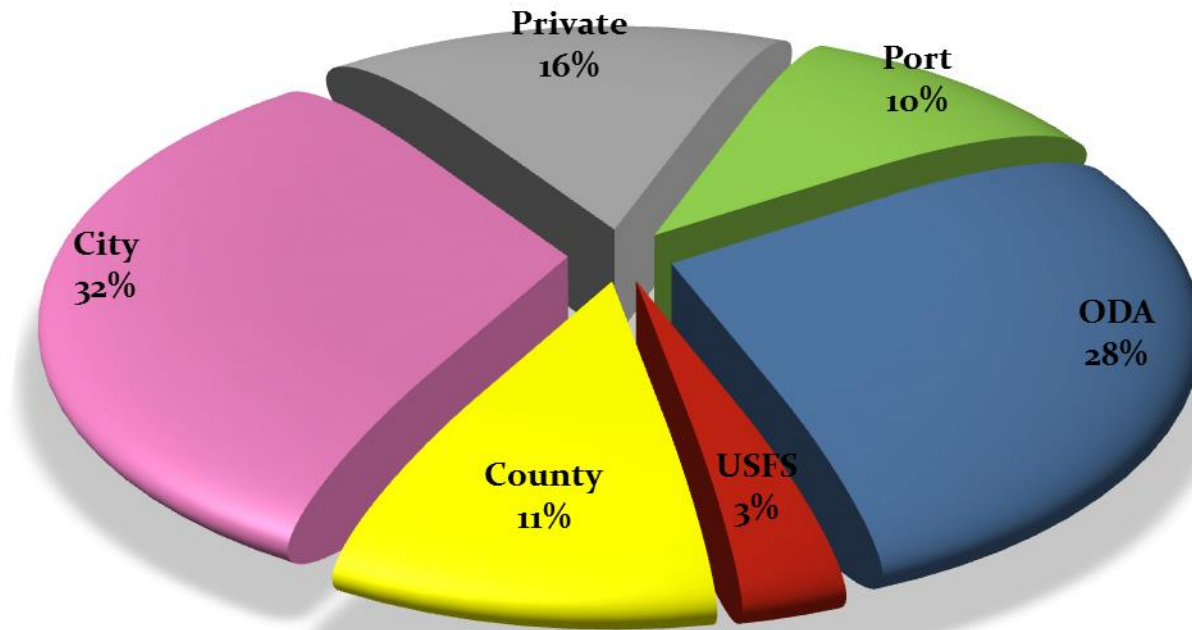
**Joseph State Airport located east of
Wallowa Mountains.**

→ 4000+ Aircraft actively registered

→ 4,500 Active pilots

Public Use Airport ownership

97 Public Use Airports by Ownership





Why Public-use Airports?

→ Transportation Mode

→ Business/Economic Development (Industry, air freight, corporate, etc.)

→ Statewide access (commercial air service/transportation)

→ Tourism –motels, restaurants, local businesses benefit

→ Agriculture – Spraying, Christmas Trees, etc

→ Government agencies (USGS, USDA, ODFW, etc.)

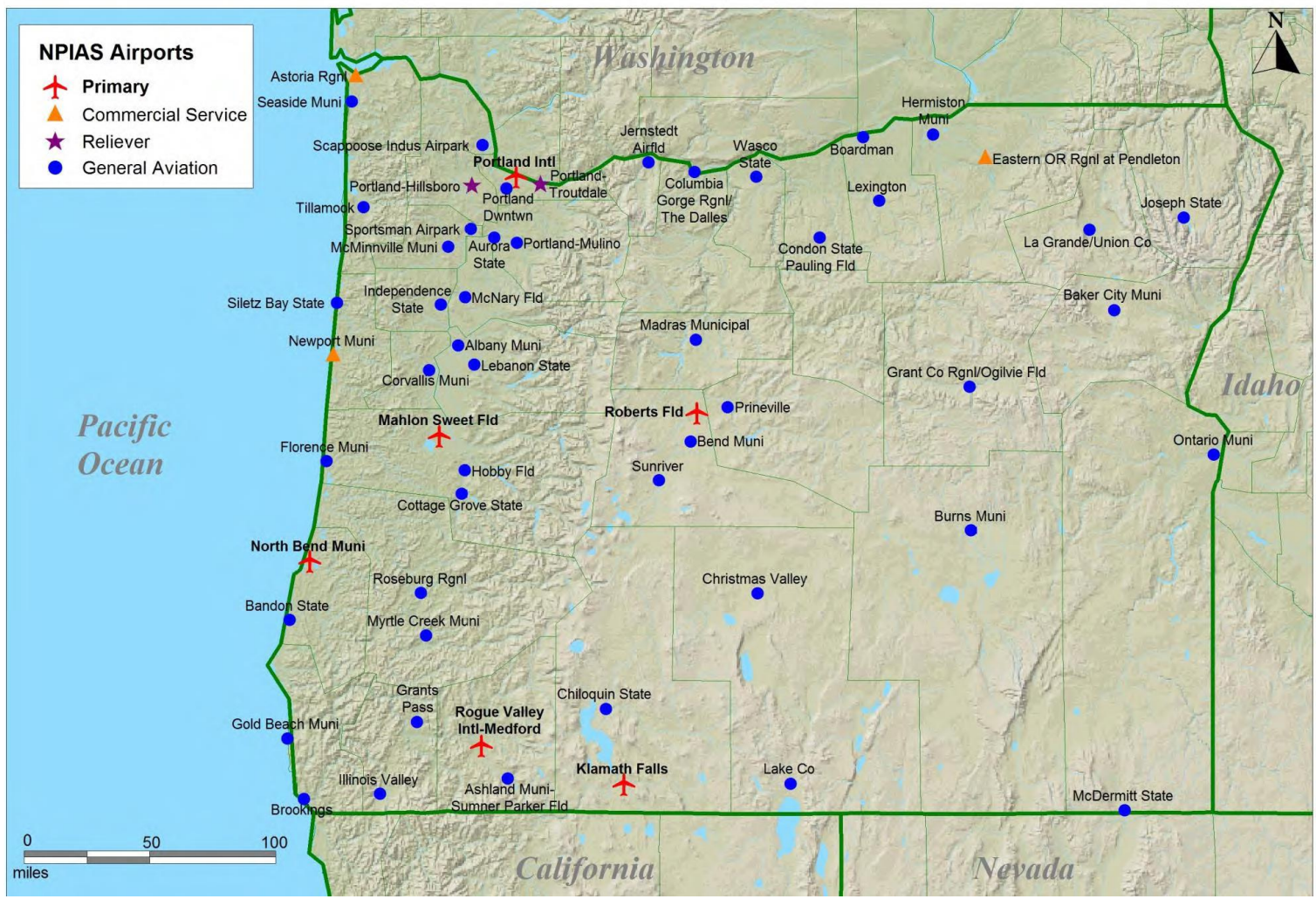
→ Emergency Services

- Fire suppression (U.S Forest Service, BLM, ODF)
- Medical Evacuation (Medevac and Air Ambulance)
- Forced/precautionary landing strip
- Oregon Emergency Management Search & Rescue
- Staging area for Disaster Relief (OEM, FEMA)
- Law Enforcement (OSP, DHS, TSA, FBI, etc.)

→ Recreation

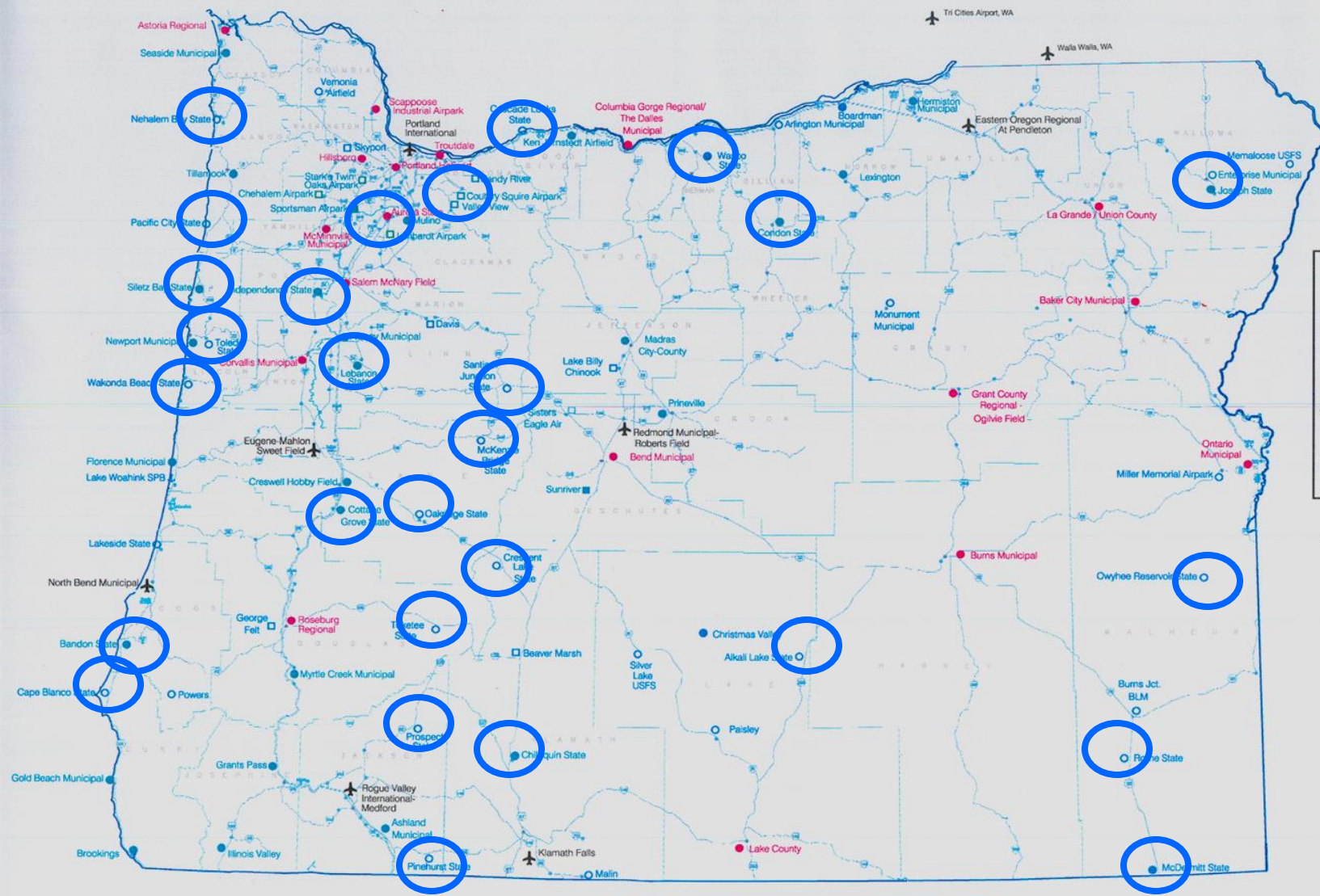
Map of 57 NPIAS Airports

Oregon



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)

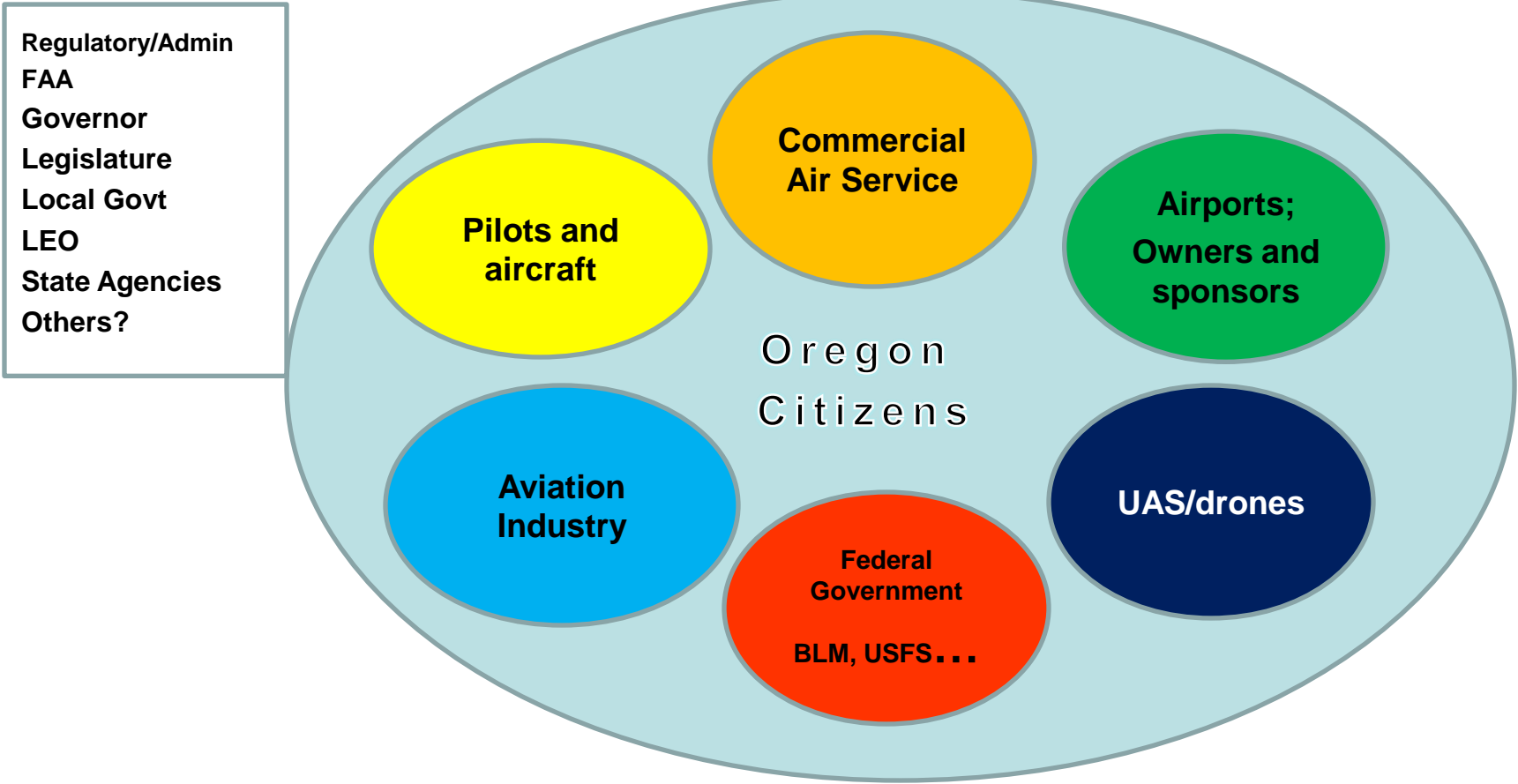
REVISED JANUARY 2003

✈ Crescent City, CA

Boise, ID ✈




Oregon Aviation System



Small Agency – Many Roles

- **Airport Operations and Maintenance (28 Airports) ORS 836.025)**
- **Aviation Safety Program (ORS 836.085)**
 - **Conducts FAA Mandated Airport Inspections (FAA 5010)**
- **Statutory Tall Structure Analysis Program (statewide)– (ORS 836-530)**
- **Manage Pavement Maintenance Program (ORS 836.072)**
- **Statewide Capital Improvements Program (w/FAA, 49 Airports) (ORS 836.070/040)**
- **License 97 Public Use Airports (annually) (ORS 836.105)**
- **Register 370 Private Airports (annually) ORS 836.610)**
- **Register Oregon Pilots & Aircraft (over 4,000 of each) (ORS 837.025/ORS 837.040)**
- **Promote Aviation Business and Jobs (ORS 836.055)**
- **Assist Airport Sponsors (Land use, FAA Regs, tech expertise) (ORS 836.010)**

Seven member Policy Board
Governor's Transportation Advisor – Karmen Fore
Central Services by ODOT



Done with a
staff of 14

- Utilizes approx \$.9M annually in fuel tax revenues
- ½ cent PMP Fuel Tax established in 1999
- 10 year Pavement Maintenance Study
 - **PMP extends life of pavement by 20+ years.**



- ***No General/Lottery Fund dollars***
 - **Fuel tax**
 - \$.03 jet fuel/gal
 - \$.11 avgas/gal
 - **Leases/access fees (300 agreements)**
 - **Fuel Flowage/sales**
 - **Pilot/Aircraft registration**
 - **Inspections**
 - FAA
 - State



***Impact of Aviation in Oregon**

- **\$318 million in FAA infrastructure grants in Oregon 2010-2015**
- **Over \$100 million in aviation grants from CONNECTOREGON**
- **\$22 Billion dollar impact to Oregon economy***
- **76,000 jobs**
 - **Heavy Lift Helicopter Industry**
 - **Kit Aircraft manufacturing (Vans)**
 - **Corporate Flyers; Costco, FLIR, Coca Cola, Cysco, Les Schwab, Nike, Intel, Google, Apple,**
 - **Industry – Precision Castparts, Boeing**
 - **UAS Industry**

***2013 Study Economic Impact study by Mead and Hunt funded by FAA**



ConnectOregon leveraged Dollars

Through CONNECTOREGON V

Mode	Amount	% of total award	Leveraged	% of total leveraged
Aviation	\$ 86,792,015	23%	\$ 317,711,790	59%
Bike/Ped	\$ 6,229,511	2%	\$ 4,993,154	1%
Marine	\$ 56,807,673	15%	\$ 37,518,790	7%
Rail	\$ 162,317,876	44%	\$ 96,290,076	18%
Transit	\$ 43,097,238	12%	\$ 67,745,075	13%
Multi	\$ 15,546,400	4%	\$ 10,826,800	2%
Total	\$ 370,890,714	100%	\$ 535,025,685	100%



Strategic Initiatives

- Update Oregon Aviation Plan (2007) as a part of the Oregon Transportation Plan. 2017-2018
- Aviation Department Strategic Vision Study 2017
- Support Oregon aviation-related jobs and businesses
- Work with the FAA and state on policies/funding
- Preparation for Cascadia/resilient airports.
- Outreach to Oregon Aviation Communities.
 - FAA coordination
 - Airport Planning Rule OAR 660
 - Tall structures analysis around airports
 - Inspections



Cape Blanco State Airport



Summary of Proposed Legislation

- Summary of Proposed Legislation Affecting Agency Operations
 - HB 2288 – Lottery Bonds for ConnectOregon
 - HB 2709 – Permits Law Enforcement agency to use Unmanned aircraft system for investigation of unlawful taking of wildlife.
 - HB 2715 – Creates Hillsboro and Troutdale Airport Authority as division of Port of Portland
 - HB 2437 – Increases aviation fuel tax for aviation related education and training programs.
 - SB 27 – Abolishes Pilot Registration fees
 - SB 115 – Prohibits sale of leaded AVGAS after January 1, 2022
 - SB 189 – Establishes Legislative Task Force on Airport Subsidies
 - SB 2109 Prohibits sale of leaded avgas after January 1, 2022
 - SB 5504 - Oregon Department of Aviation Budget Bill
 - SB 5506 – Capital Construction Bill
 - Other UAS bills?

HB2075 Purpose / Goals

2015 Legislative session - Jet fuel and AVGAS fuel tax increase (two cents) to “increase funding for Oregon’s aviation system to improve safety, system resilience, emergency preparedness, transportation connectivity (rural air service) and economic development”





HB 2075 allocation

Grants for Airports (50%)

- **Mandate - Fifty percent of program allocation distributed for the purpose supporting Oregon's rural airports.**
 - **Assist with federal grant match (FAA funds at 90-95%)**
 - **Emergency/Disaster relief infrastructure/equipment**
 - **Economic Development**
- **Grant process**
 - **Submitted by Airport owner**
 - **Recommendations by representatives of Area Commissions on Transportation (ACTs)**
 - **Grants approved by Oregon Aviation Board**



HB 2075 Fuel Tax Allocation

- **Commercial Air Service (25%)**
 - **Distributed for the purpose of assisting commercial air service to rural Oregon.**
 - **Focus on Preserving and Expanding Rural Air Service**
- **State Owned Airports (25%)**
 - **Distributed to state-owned airports for Infrastructure improvements**
 - **Projects approved by State Aviation Board**

Unmanned Aerial Systems (UAS) aka “drones”

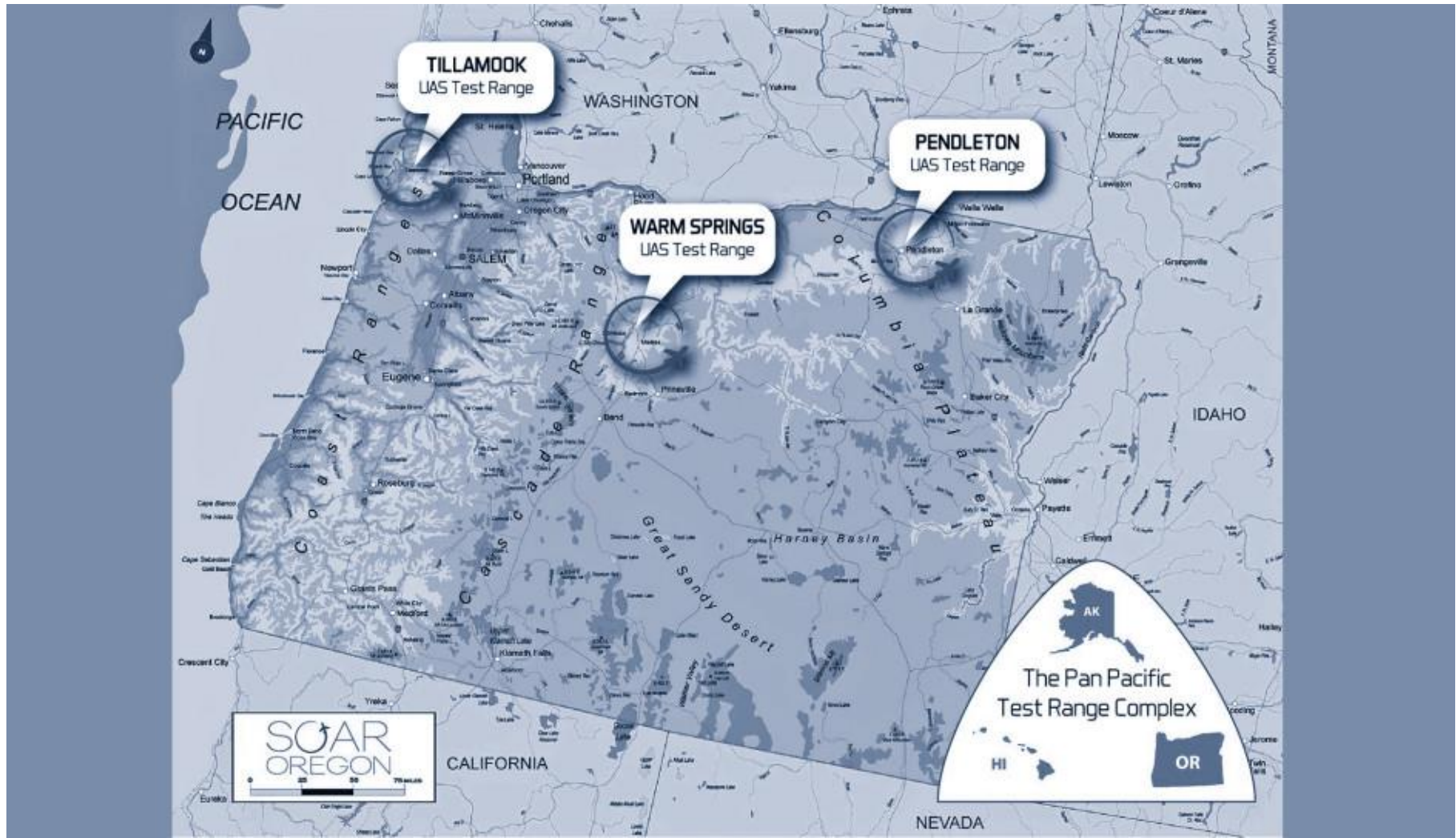
Drone



UAS/UA



Oregon UAS Test Sites



UAS Potential

- Agriculture –
 - Field Evaluation for water, pesticide, fertilizer application focus,
 - Livestock counts and location.
- Forestry –
 - Fire detection/monitoring
 - Tree Disease vector location
 - Invasive species location
- Fish and Wildlife
 - Wildlife tracking and monitoring
 - Invasive Species identification
 - In Africa – Used to identify and prevent poaching
 - <http://www.bbc.com/news/business-28132521>
- Emergency Management –
 - Search and Rescue
 - Tsunami/Earthquake damage assessment identification and documentation
 - Highway/bridge assessments - LIDAR
- Law Enforcement

200 UAS businesses in Oregon

More UAS registered with FAA than manned aircraft

Questions?



Aviation Stakeholders

- **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**
-
- **Cities/Counties/Ports**
 - **City Chambers of Commerce**
 - **Business Oregon**
 - **Regional Solutions**
 - **Other State Agencies**

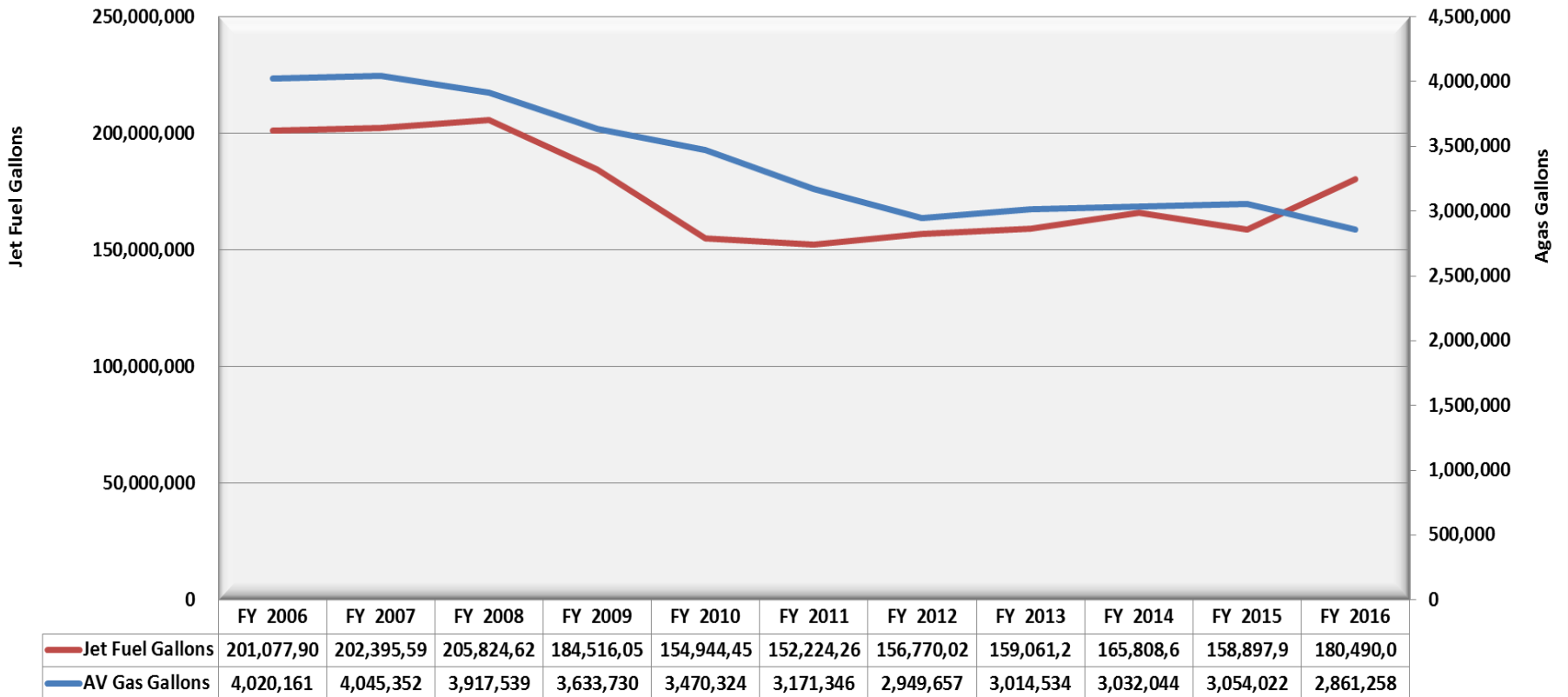


Revenue Estimates

	Jet Fuel Tax Increase		Avgas Tax Increase		Total
	Gallons	Increase in Revenue	Gallons	Increase in Revenue	Total Increase in Revenue
2015-2017 Biennium	259,791,448	\$5,195,829	4,117,448	\$82,349	\$5,278,178
2017-2019 Biennium	371,747,553	\$7,434,951	6,046,079	\$120,922	\$7,555,873
2019-2021 Biennium	380,300,507	\$7,606,010	5,875,949	\$117,519	\$7,723,529

Major Budget Drivers

Annual Jet Fuel and Avgas Gallons





Federal Regulation

- **FAA Modernization and Reform Act of 2012**
 - Directed FAA to allow UAS entry into National Airspace by September 2015
 - FAA will not make the timeline
 - DOT IG report says FAA is “not effectively managing its oversight of UAS operations”
 - Directed 6 test sites around country
 - 6 test sites include:
 - **University of Alaska, (teamed with Oregon and Hawaii/-diversity of test ranges)**
 - State of Nevada (air traffic control/intro to National Airspace System (NAS))
 - New York, Griffiss International Airport (sense and avoid/process)
 - North Dakota Department of Commerce (airworthiness and link technology)
 - Texas A&M University Corpus Christi (system safety requirements)
 - Virginia Tech University (UAS failure mode testing/risk, test sites in VA, NJ)
- **NPRM –Operation and Certification of sUAS**
 - Issued Feb 15, 2015
 - No regulation until 2016