



OREGON DEPARTMENT OF AVIATION

**Presentation to the
Joint Committee on Transportation
January 13, 2022**

PRESENTATION AGENDA

- Who we are, what we do
- Budget and Sources and use of revenues
- Resiliency and airports role in emergency response
- Emerging technology
 - Last mile delivery via drones
 - Electric Aircraft/Airports

Who we are, what we do

- ODAV is a small 12 person agency
- We provide free or low cost services to the aviation community, including
- Airspace evaluations
- Airport inspections
- On-request assistance to local governments
- Financial assistance
- Pavement evaluations & repairs
- Aviation system planning
- Register aircraft (3847 in 2021)
- Own/operate 28 of the 97 public use airports



McMinnville Airport

Assistance to airports

- In 2021, we did:
- Airspace evaluations -1712 (up 56%)
 - Wind turbines 628
 - Power lines 809
 - Comm. towers 45
 - Cranes 120
 - Buildings 110
- Land use assistance to cities or counties (on request)- 434
- ODOE project consultations 14
- Airport 5010 Inspections – 32



Wind farm by Wasco Airport

Financial assistance to airports

- Over past five years, provided over **\$10M** in grants for over **one hundred** projects at public use airports, for matching share on federal grants, resiliency and economic development projects
- 84% were to general aviation airports, 16% to commercial service airports
- Feb 2022 we will award additional **\$2M in grants**
- Funded by 2 cents per gallon tax on aviation fuels (with 95% awards, 5% administration)
- Free or low-cost Pavement evaluations & repairs

2019/20 - 53 projects, \$1.46M



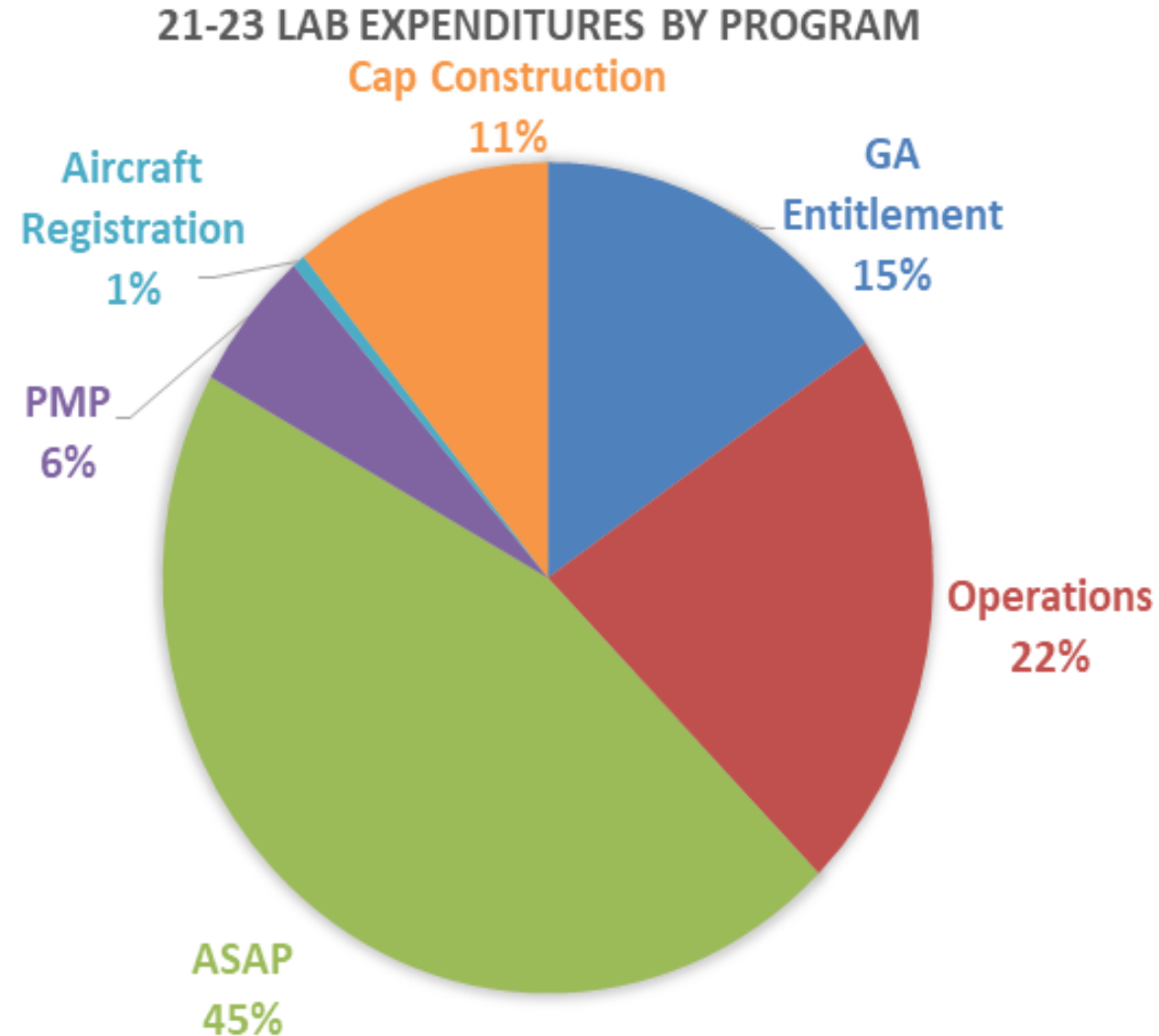
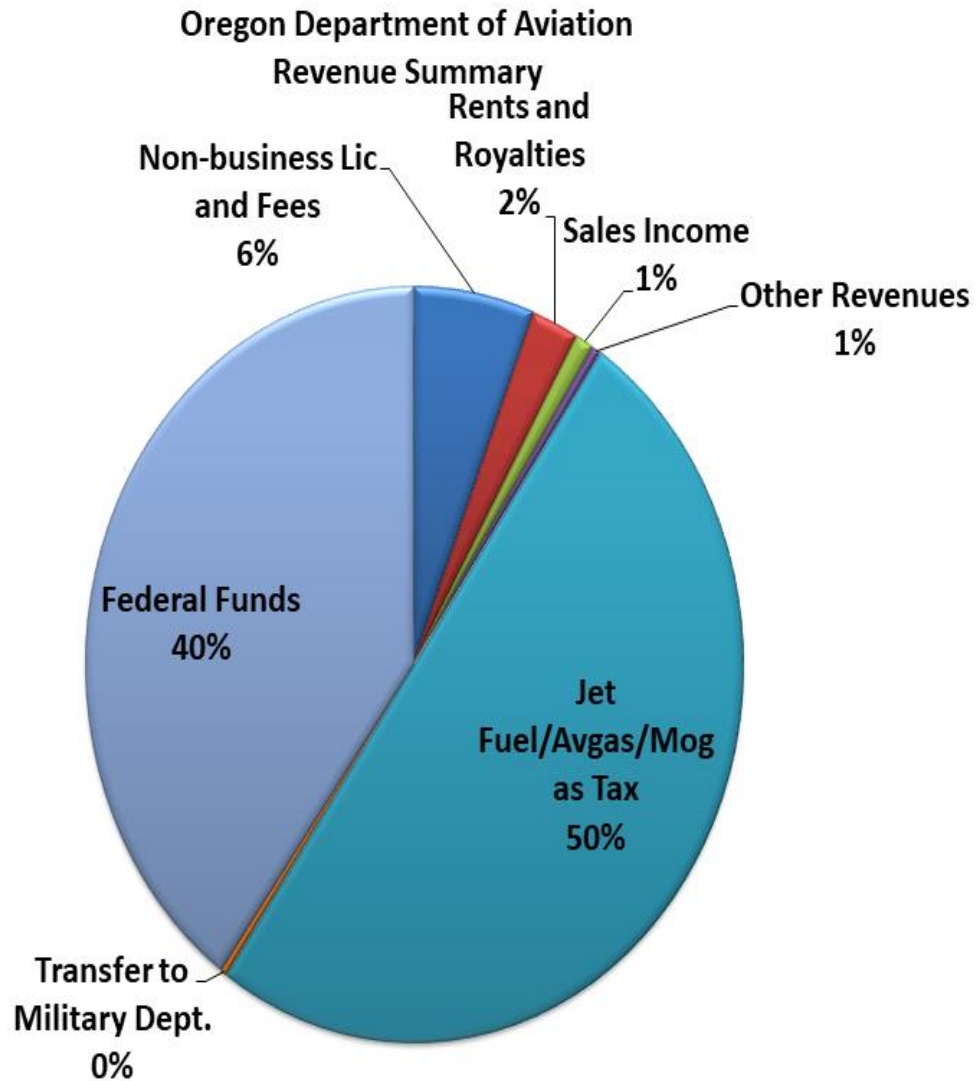
Baker City Apron reconstruction

21-23 Biennium Budget

- LAB \$31M
 - Grants/Assistance \$16M
 - Capital Construction \$8.3M
 - Operating \$6.87M
- Federal funds \$9.5M
- Other Funds \$21.5M
- 12.5 FTE



Sources and use of revenue



Airports role in resiliency & response

- OR has **97** public use airports providing access to the national air transportation system for passengers and cargo, air ambulance, emergency response, search and rescue, education and defense.
- Airports are NIMBY's - Last major airport built in US was Denver Int'l 26 yrs.
- In Oregon, aircraft are used for wildland fire suppression in remote areas, as well as supplementing ground efforts.
- Earthquake recovery - After the earthquake, until the roads can be cleared and repaired, only access to communities will be by air.
- Helicopters make up 5% of the US aircraft fleet. The other 95% are fixed wing, which require a runway.
- For the 100K permanent residents of the coast (as well as the visitors) survivability for the first few months after the quake will be determined by their access to an operational runway.
- Airports are a worthwhile investment of public funds for access, economic development and resiliency.



Sisters fire, July 2021
Photo courtesy Central OR Fire Info

Emerging (and transformative) technology

Remember the first cell phones? 1973



2022



Unmanned Aerial Systems (UAS) aka drones

- Twenty years ago, most UAS's were recreational
- Today, there are 869,428 registered UAS's in US
- Four times as many UAS as conventional aircraft (220K)
- 348K commercial UAS's, used by multiple industries from agriculture to inspections to retail to military
- Oregon is home to three UAS test ranges at Pendleton, Tillamook, and McMinnville



UAS Last mile delivery



Amazon Prime Air Delivery
30 minutes from order to your front door
1st proof of concept delivery Dec 2016, 13 minutes

- Amazon Prime Air delivery – goal of 30 minutes from time of order to your front door
- Received FAA Part 135 Charter Air Carrier Operating Certificate in 2020
- Currently testing 30 minute delivery systems at UAS Range in Pendleton
- Still a few years away from roll-out of retail delivery
- FAA (not local or state governments) owns the navigable airspace, but local governments can control the siting of new warehouses that will utilize UAS for last mile delivery
- We would like to give guidance to local governments on minimizing potential airspace conflict between UAS and conventional aircraft.
- Looking for **\$500K** in state funding of update to Airport Land Use Compatibility Guidebook, adopted in 2003, adding a chapter on UAS's and siting of warehouses near airports

Salem Airport and Amazon



Electric Airports


- 200+ aircraft in development
- ODAV would like to do an Electric Airport Feasibility study
- Identify infrastructure improvements needed to accommodate e-aircraft
- Evaluate potential environmental impact and emissions reductions
- Identify 4-5 Oregon airports to support initial tests of e-aircraft
- Establish an advisory group
- Encourage airports to include e-aircraft in master plan updates
- Study is waiting on funding approval by FAA



Caravan retrofitted with MagniX engine,
photo courtesy MagniX, Seattle



QUESTIONS?

 (503)378-4880

 3040 25TH STREET, SALEM, OR 97302

 WWW.OREGON.GOV/AVIATION

   ORAVIATION