

# DRAFT

## SUMMARY

Digest: The Act makes tax credit for airplanes that switch to unleaded gas. The Act says the State Aviation Board may award grants to airports that sell unleaded gas for airplanes and for projects that prevent and reduce noise. Adds two members to the board who vote and one more from DEQ who does not vote. Becomes law 91 days from sine die. (Flesch Readability Score: 81.9).

Creates an income tax credit for owners of aircraft that incur qualifying expenses to enable an aircraft that is powered by leaded aviation gasoline to be certified to instead be powered by unleaded aviation gasoline. Applies to tax years beginning on or after January 1, 2026, and before January 1, 2032.

Increases State Aviation Board from seven to nine voting members by requiring the appointment of two members who are residents of communities that are affected by general aviation airport traffic or traffic at a commercial airport at which there is significant general aviation activity. Makes the Director of the Department of Environmental Quality, or the director's designee, an ex officio nonvoting member of the board.

Provides grants for airport development to allow the sale of unleaded aviation fuel at airports and prevent and mitigate noise around airports.

Takes effect on the 91st day following adjournment sine die.

## A BILL FOR AN ACT

Relating to aviation; creating new provisions; amending ORS 314.772, 318.031, 319.010, 319.023, 835.102 and 835.104; and prescribing an effective date.

**Be It Enacted by the People of the State of Oregon:**

## TAX CREDIT

**SECTION 1. Section 2 of this 2025 Act is added to and made a part**

1 of ORS chapter 315.

2 **SECTION 2. (1) As used in this section:**

3 (a) "Aircraft" means every contrivance now known, or hereafter  
4 invented, used or designed for navigation of or flight in the air, oper-  
5 ated or propelled by the use of aircraft fuel.

6 (b) "Aircraft fuel" means any gasoline and any other inflammable  
7 or combustible gas or liquid by whatever name such gasoline, gas or  
8 liquid is known or sold, usable as fuel for the operation of aircraft,  
9 except gas or liquid, the chief use of which, as determined by the De-  
10 partment of Transportation, is for purposes other than the propulsion  
11 of aircraft.

12 (c) "Leaded aircraft fuel" means aircraft fuel that contains  
13 tetraethyl lead additives.

14 (d) "Qualifying aircraft" means an aircraft that has been powered  
15 by leaded aircraft fuel and for which a supplemental type certificate  
16 or any other authorization that approves the completed modification  
17 of the aircraft to be powered by unleaded aircraft fuel has been issued  
18 by the Federal Aviation Administration.

19 (e) "Supplemental type certificate" means a type certificate issued  
20 by the Federal Aviation Administration to a taxpayer that has modi-  
21 fied an aeronautical product from its original design with Federal  
22 Aviation Administration approval.

23 (f) "Unleaded aircraft fuel" means aircraft fuel that does not con-  
24 tain tetraethyl lead additives.

25 (2) A credit against taxes that are otherwise due under ORS chapter  
26 316 or, if the taxpayer is a corporation, under ORS chapter 317 or 318,  
27 is allowed to a taxpayer who is the owner of an aircraft registered with  
28 the Oregon Department of Aviation or the Federal Aviation Adminis-  
29 tration and who modifies the aircraft so that it is a qualifying aircraft.  
30 The credit shall be allowed for the tax year in which the qualifying  
31 aircraft is registered with the Oregon Department of Aviation or the

1 **Federal Aviation Administration.**

2 **(3) The credit allowed under this section shall be equal to 50 percent**  
3 **of the taxpayer's expenses to modify the taxpayer's aircraft so that it**  
4 **is a qualifying aircraft. The total credit allowed may not exceed \$500**  
5 **per aircraft.**

6 **(4) For each tax year for which a credit is claimed under this sec-**  
7 **tion, the taxpayer shall maintain records sufficient to prove the**  
8 **taxpayer's eligibility for the credit allowed under this section. A tax-**  
9 **payer shall maintain the records required under this subsection for at**  
10 **least five years.**

11 **(5) The credit allowed under this section may not exceed the tax**  
12 **liability of the taxpayer for the tax year.**

13 **(6) Any tax credit otherwise allowable under this section that is not**  
14 **used by the taxpayer in a particular tax year may be carried forward**  
15 **and offset against the taxpayer's tax liability for the next succeeding**  
16 **tax year. Any credit remaining unused in the next succeeding tax year**  
17 **may be carried forward and used in the second succeeding tax year,**  
18 **and likewise any credit not used in that second succeeding tax year**  
19 **may be carried forward and used in the third succeeding tax year, but**  
20 **may not be carried forward for any tax year thereafter.**

21 **(7) A nonresident taxpayer shall be allowed the credit under this**  
22 **section. The credit shall be computed in the same manner and be**  
23 **subject to the same limitations as the credit granted to a resident**  
24 **taxpayer. However, the credit shall be prorated using the proportion**  
25 **provided in ORS 316.117.**

26 **(8) If a change in the taxable year of the taxpayer occurs as de-**  
27 **scribed in ORS 314.085, or if the Department of Revenue terminates the**  
28 **taxpayer's taxable year under ORS 314.440, the credit allowed by this**  
29 **section shall be prorated or computed in a manner consistent with**  
30 **ORS 314.085.**

31 **(9) If a change in the status of a taxpayer from resident to non-**

1 **resident or from nonresident to resident occurs, the credit allowed by**  
2 **this section shall be determined in a manner consistent with ORS**  
3 **316.117.**

4 **(10) Spouses in a marriage who file separate returns for a taxable**  
5 **year may each claim a share of the tax credit that would have been**  
6 **allowed on a joint return in proportion to the adjusted gross income**  
7 **of each.**

8 **SECTION 3.** ORS 314.772 is amended to read:

9 314.772. (1) Except as provided in ORS 314.766 (5)(b), the tax credits al-  
10 lowed or allowable to a C corporation for purposes of ORS chapter 317 or  
11 318 shall not be allowed to an S corporation. The business tax credits al-  
12 lowed or allowable for purposes of ORS chapter 316 shall be allowed or are  
13 allowable to the shareholders of the S corporation.

14 (2) In determining the tax imposed under ORS chapter 316, as provided  
15 under ORS 314.763, on income of the shareholder of an S corporation, there  
16 shall be taken into account the shareholder's pro rata share of business tax  
17 credit (or item thereof) that would be allowed to the corporation (but for  
18 subsection (1) of this section) or recapture or recovery thereof. The credit (or  
19 item thereof), recapture or recovery shall be passed through to shareholders  
20 in pro rata shares as determined in the manner prescribed under section  
21 1377(a) of the Internal Revenue Code.

22 (3) The character of any item included in a shareholder's pro rata share  
23 under subsection (2) of this section shall be determined as if such item were  
24 realized directly from the source from which realized by the corporation, or  
25 incurred in the same manner as incurred by the corporation.

26 (4) If the shareholder is a nonresident and there is a requirement appli-  
27 cable for the business tax credit that in the case of a nonresident the credit  
28 be allowed in the proportion provided in ORS 316.117, then that provision  
29 shall apply to the nonresident shareholder.

30 (5) As used in this section, "business tax credit" means the following  
31 credits: ORS 315.104 (forestation and reforestation), ORS 315.124 (small forest

1 option), ORS 315.133 (agricultural overtime pay), ORS 315.138 (fish screening,  
2 by-pass devices, fishways), ORS 315.141 (biomass production for biofuel), ORS  
3 315.156 (crop gleaning), ORS 315.164 and 315.169 (agriculture workforce  
4 housing), ORS 315.176 (bovine manure), ORS 315.204 (dependent care assist-  
5 ance), ORS 315.208 (dependent care facilities), ORS 315.213 (contributions for  
6 child care), ORS 315.237 (employee and dependent scholarships), ORS 315.271  
7 (individual development accounts), ORS 315.283 (affordable housing sales),  
8 ORS 315.304 (pollution control facility), ORS 315.326 (renewable energy de-  
9 velopment contributions), ORS 315.331 (energy conservation projects), ORS  
10 315.336 (transportation projects), ORS 315.341 (renewable energy resource  
11 equipment manufacturing facilities), ORS 315.354 and 469B.151 (energy con-  
12 servation facilities), ORS 315.506 (tribal taxes on reservation enterprise zones  
13 and reservation partnership zones), ORS 315.507 (electronic commerce), ORS  
14 315.514 (film production development contributions), ORS 315.518 (semicon-  
15 ductors), ORS 315.523 (employee training programs), ORS 315.533 (low income  
16 community jobs initiative), ORS 315.593 (short line railroads), ORS 315.640  
17 (university venture development funds), ORS 315.643 (Opportunity Grant  
18 Fund contributions), ORS 315.675 (Trust for Cultural Development Account  
19 contributions), ORS 317.097 (loans for affordable housing), ORS 317.124 (long  
20 term enterprise zone facilities), ORS 317.147 (loans for agriculture workforce  
21 housing), ORS 317.152 (qualified research expenses) and ORS 317.154 (alter-  
22 native qualified research expenses) and section 9, chapter 774, Oregon Laws  
23 2013 (alternative fuel vehicle contributions), **and section 2 of this 2025 Act**  
24 **(unleaded fuel in aircraft).**

25 **SECTION 4.** ORS 318.031 is amended to read:

26 318.031. It being the intention of the Legislative Assembly that this  
27 chapter and ORS chapter 317 shall be administered as uniformly as possible  
28 (allowance being made for the difference in imposition of the taxes), ORS  
29 305.140 and 305.150, ORS chapter 314 and the following sections are incor-  
30 porated into and made a part of this chapter: ORS 315.104, 315.124, 315.133,  
31 315.141, 315.156, 315.176, 315.204, 315.208, 315.213, 315.283, 315.304, 315.326,

1 315.331, 315.336, 315.506, 315.507, 315.523, 315.533, 315.593 and 315.643 **and**  
2 **section 2 of this 2025 Act** (all only to the extent applicable to a corpo-  
3 ration) and ORS chapter 317.

4 **SECTION 5. Section 2 of this 2025 Act applies to tax years beginning**  
5 **on or after January 1, 2026, and before January 1, 2032.**

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## STATE AVIATION BOARD

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9 **SECTION 6.** ORS 835.102 is amended to read:

10 835.102. (1) There is established the State Aviation Board consisting of  
11 [*seven*] **ten members. Nine voting** members **shall be** appointed by the  
12 Governor, subject to confirmation by the Senate pursuant to ORS 171.562 and  
13 171.565. **The Director of the Department of Environmental Quality, or**  
14 **director's designee, shall serve as an ex officio nonvoting member of**  
15 **the board.** The Governor shall appoint **the nine voting** members of the  
16 board in compliance with all of the following:

17 (a) Members shall be appointed with consideration of the different ge-  
18 ographic regions of the state, with one member being a resident of the area  
19 east of the Cascade Range.

20 (b) Not more than four members shall belong to the same political party.  
21 Party affiliation shall be determined by the appropriate entry on official  
22 election registration cards.

23 (c) **Two members shall be residents of communities that are af-**  
24 **ected by general aviation airport traffic or traffic at a commercial**  
25 **airport at which there is significant general aviation activity, as de-**  
26 **termined by the Oregon Department of Aviation. In appointing these**  
27 **members, the Governor shall give priority to individuals who:**

28 (A) **Are not trained pilots, as determined by the department;**

29 (B) **Are familiar with airport infrastructure, aviation and the duties**  
30 **of the board; and**

31 (C) **Reside in a community that is significantly impacted by noise**

1 **or lead emissions near a high-traffic airport with significant general**  
2 **aviation activity, as determined by the department.**

3 (2) The board membership shall represent diverse aviation interests from  
4 both the private and public sectors.

5 (3) The term of office of each **voting** member is four years. Before the  
6 expiration of the term of a member, the Governor shall appoint a successor  
7 whose term begins on July 1 next following. A member is eligible for reap-  
8 pointment. In case of a vacancy for any cause, the Governor shall appoint  
9 a person to fill the office for the unexpired term.

10 (4) A **voting** member of the board is entitled to compensation and ex-  
11 penses as provided by ORS 292.495.

12 **SECTION 7. Notwithstanding the term of office specified in ORS**  
13 **835.102, of the two additional members added to the State Aviation**  
14 **Board by the amendments to ORS 835.102 by section 6 of this 2025 Act:**

15 (1) **One shall serve for a term ending June 30, 2027.**

16 (2) **One shall serve for a term ending June 30, 2028.**

17 **SECTION 8. Section 7 of this 2025 Act is repealed on January 2, 2029.**

18 **SECTION 9. ORS 835.104 is amended to read:**

19 835.104. (1) The Governor shall appoint one **voting** member of the State  
20 Aviation Board as chairperson and another **voting** member as vice chair-  
21 person. The chairperson and vice chairperson shall have such terms, duties  
22 and powers as the board determines are necessary for the performance of  
23 such offices.

24 (2) A majority of the members of the board constitutes a quorum for the  
25 transaction of business.

26 (3) The board shall meet at least once a quarter, at a time and place de-  
27 termined by the members of the board. The board shall also meet at such  
28 other times and places as are specified by the call of the chairperson or of  
29 a majority of the board.

30 (4) No vacancy shall impair the right of the remaining board members to  
31 exercise all the powers of the board, except that four members of the board

1 shall constitute a quorum for the conduct of business of the board, and, in  
2 case the board members are unable to agree, the Governor shall have the  
3 right to vote as a member of the board.

4 (5) The board may provide an official seal.

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## STATE AGENCY DUTIES

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8 **SECTION 10. Sections 11 and 12 of this 2025 Act are added to and**  
9 **made a part of ORS chapter 836.**

10 **SECTION 11. (1) The Oregon Department of Aviation shall evaluate,**  
11 **educate and provide technical assistance to airports regarding the ad-**  
12 **verse impacts of aircraft noise on health, safety and welfare.**

13 **(2) The department shall prioritize the activities described in this**  
14 **section at airports with significant general aviation activity that are**  
15 **located in densely populated residential areas or have a significant**  
16 **number of flights over such areas.**

17 **SECTION 12. The Oregon Department of Aviation, in collaboration**  
18 **with the Department of Environmental Quality, shall educate airports**  
19 **with significant general aviation activity, as defined by the depart-**  
20 **ment, regarding:**

21 **(1) The need to expedite the transition from leaded aircraft fuel to**  
22 **unleaded aircraft fuel; and**

23 **(2) Grants available to support the transition from leaded aircraft**  
24 **fuel to unleaded aircraft fuel under ORS 319.023 and, if available, other**  
25 **sources.**

26

27

## GRANTS

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29 **SECTION 13. ORS 319.010 is amended to read:**

30 **319.010. As used in ORS 319.010 to 319.430, unless the context requires**  
31 **otherwise:**



1 (1) "Aircraft" means every contrivance now known, or hereafter invented,  
2 used or designed for navigation of or flight in the air, operated or propelled  
3 by the use of aircraft fuel.

4 (2) "Aircraft fuel" means any gasoline and any other inflammable or  
5 combustible gas or liquid by whatever name such gasoline, gas or liquid is  
6 known or sold, usable as fuel for the operation of aircraft, except gas or  
7 liquid, the chief use of which, as determined by the Department of Trans-  
8 portation is for purposes other than the propulsion of aircraft.

9 (3) "Airport" means any area of land or water, except a restricted landing  
10 area, which is designed for the landing and takeoff of aircraft.

11 (4) "Broker" means and includes every person other than a dealer engaged  
12 in business as a broker, jobber or wholesale merchant dealing in motor ve-  
13 hicle fuel or aircraft fuel.

14 (5) "Bulk transfer" means any change in ownership of motor vehicle fuel  
15 or aircraft fuel contained in a terminal storage facility or any physical  
16 movement of motor vehicle fuel or aircraft fuel between terminal storage  
17 facilities by pipeline or marine transport.

18 (6) "Dealer" means any person who:

19 (a) Imports or causes to be imported motor vehicle fuels or aircraft fuels  
20 for sale, use or distribution in, and after the same reaches the State of  
21 Oregon, but "dealer" does not include any person who imports into this state  
22 motor vehicle fuel in quantities of 500 gallons or less purchased from a  
23 supplier who is licensed as a dealer under ORS 319.010 to 319.430 and who  
24 assumes liability for the payment of the applicable license tax to this state;

25 (b) Produces, refines, manufactures or compounds motor vehicle fuels or  
26 aircraft fuels in the State of Oregon for use, distribution or sale in this state;

27 (c) Acquires in this state for sale, use or distribution in this state motor  
28 vehicle fuels or aircraft fuels with respect to which there has been no license  
29 tax previously incurred; or

30 (d) Acquires title to or possession of motor vehicle fuels or aircraft fuels  
31 in this state and exports the product out of this state.

1 (7) "Department" means the Department of Transportation.

2 (8) "Distribution" means, in addition to its ordinary meaning, the delivery  
3 of motor vehicle fuel or aircraft fuel by a dealer to any service station or  
4 into any tank, storage facility or series of tanks or storage facilities con-  
5 nected by pipelines, from which motor vehicle fuel or aircraft fuel is with-  
6 drawn directly for sale or for delivery into the fuel tanks of motor vehicles  
7 whether or not the service station, tank or storage facility is owned, oper-  
8 ated or controlled by the dealer.

9 (9) "First sale, use or distribution of motor vehicle fuel or aircraft fuel"  
10 means the first withdrawal, other than by bulk transfer, of motor vehicle fuel  
11 or aircraft fuel from terminal storage facilities for sale, use or distribution.  
12 "First sale, use or distribution of motor vehicle fuel or aircraft fuel" also  
13 means the first sale, use or distribution of motor vehicle fuel or aircraft fuel  
14 after import into this state if the motor vehicle fuel or aircraft fuel is de-  
15 livered other than to the terminal storage facilities of a licensed dealer.

16 (10) "Highway" means every way, thoroughfare and place, of whatever  
17 nature, open for use of the public for the purpose of vehicular travel.

18 **(11) "Leaded aircraft fuel" means aircraft fuel that contains**  
19 **tetraethyl lead additives.**

20 [(11)] **(12)** "Motor vehicle" means all vehicles, engines or machines, mov-  
21 able or immovable, operated or propelled by the use of motor vehicle fuel.

22 [(12)] **(13)** "Motor vehicle fuel" means and includes gasoline and any other  
23 inflammable or combustible gas or liquid, by whatever name such gasoline,  
24 gas or liquid is known or sold, usable as fuel for the operation of motor ve-  
25 hicles, except gas or liquid, the chief use of which, as determined by the  
26 department, is for purposes other than the propulsion of motor vehicles upon  
27 the highways of this state.

28 [(13)] **(14)** "Person" includes every natural person, association, firm,  
29 partnership, corporation or the United States.

30 [(14)] **(15)** "Restricted landing area" means any area of land or water, or  
31 both, which is used or made available for the landing and takeoff of aircraft,

1 the use of which, except in case of emergency, is provided from time to time  
2 by the department.

3 [(15)] (16) "Service station" means and includes any place operated for the  
4 purpose of retailing and delivering motor vehicle fuel into the fuel tanks of  
5 motor vehicles or aircraft fuel into the fuel tanks of aircraft.

6 [(16)] (17) "Terminal storage facility" means any fuel storage facility that  
7 has marine or pipeline access.

8 (18) "Unleaded aircraft fuel" means aircraft fuel that does not con-  
9 tain tetraethyl lead additives.

10 **SECTION 14.** ORS 319.023, as amended by section 1, chapter 82, Oregon  
11 Laws 2024, is amended to read:

12 319.023. (1) The following amounts shall be distributed in the manner  
13 prescribed in this section:

14 (a) Any amount of tax on aircraft fuel usable in aircraft operated by  
15 turbine engines that is computed on a basis in excess of one cent per gallon  
16 and any amount of tax on all other aircraft fuel that is computed on a basis  
17 in excess of nine cents per gallon, under ORS 319.020 (2); and

18 (b) Any amount of tax on aircraft fuel usable in aircraft operated by  
19 turbine engines in excess of one cent per gallon and any amount of tax on  
20 all other aircraft fuel in excess of nine cents per gallon, that is deducted  
21 before the refunding of tax under ORS 319.330 (1).

22 (2)(a) Applications for distributions under subsection (5) of this section  
23 may not be approved unless the applicant demonstrates a commitment to  
24 contribute at least five percent of the costs of the project to which the ap-  
25 plication relates. The Oregon Department of Aviation shall adopt rules for  
26 purposes of this paragraph.

27 (b) The department may adopt rules that:

28 (A) Set higher minimum contribution commitment requirements; or

29 (B) Establish maximum grant amounts.

30 (3)(a) The State Aviation Board shall establish a review committee com-  
31 posed of one member from each of the area commissions on transportation

1 chartered by the Oregon Transportation Commission.

2 (b) The review committee shall meet as necessary to review applications  
3 for distributions of amounts pursuant to this section. In reviewing applica-  
4 tions, the review committee shall consider:

5 (A) Whether a proposed project:

6 (i) Reduces transportation costs for Oregon businesses or improves access  
7 to jobs and sources of labor in this state;

8 (ii) Results in an economic benefit to this state;

9 (iii) Connects elements of Oregon's aviation system in a way that will  
10 measurably improve utilization and efficiency of the system;

11 (iv) Is ready for construction or implementation; and

12 (v) Has a useful life expectancy that offers maximum benefit to this state;  
13 and

14 (B) How much of the cost of the proposed project can be borne by the  
15 applicant from sources other than Oregon Department of Aviation funds or  
16 the Connect Oregon Fund.

17 (c) The review committee shall recommend applications to the State Avi-  
18 ation Board for approval.

19 (4)(a) Five percent of the amounts described in subsection (1) of this sec-  
20 tion are appropriated to the Oregon Department of Aviation for the costs of  
21 the department and the State Aviation Board in administering this section.

22 (b) The remaining 95 percent of the amounts described in subsection (1)  
23 of this section shall be distributed pursuant to subsections [*(5) and (6)*] **(5)**,  
24 **(6) and (7)** of this section.

25 (5)(a) [*Seventy-five*] **Sixty-five** percent of the amounts described in sub-  
26 section (4)(b) of this section shall be distributed for the following purposes:

27 (A) To assist airports in Oregon with match requirements for Federal  
28 Aviation Administration grants.

29 (B) To make grants for emergency preparedness and infrastructure  
30 projects, in accordance with the Oregon Resilience Plan or the Oregon Avi-  
31 ation Plan.

1 (C) To make grants for:

2 (i) Services critical or essential to aviation, including, but not limited to,  
3 fuel, sewer, water and weather equipment;

4 (ii) Aviation-related business development, including, but not limited to,  
5 hangars, parking for business aircraft and related facilities; or

6 (iii) Airport development for local economic benefit, including, but not  
7 limited to, signs and marketing.

8 (D)(i) To assist commercial air service to rural Oregon.

9 (ii) The Oregon Department of Aviation may adopt a definition of “rural  
10 Oregon” for purposes of this subparagraph.

11 (b) The State Aviation Board may establish by rule priorities for the  
12 distributions made pursuant to this subsection.

13 (6) Twenty-five percent of the amounts described in subsection (4)(b) of  
14 this section shall be distributed to state-owned airports for the purposes of:

15 (a) Safety improvements recommended by the State Aviation Board and  
16 local community airports.

17 (b) Infrastructure projects at public use airports.

18 **(7) Subject to subsection (8) of this section, 10 percent of the**  
19 **amounts described in subsection (4)(b) of this section shall be distrib-**  
20 **uted in the following order of priority:**

21 **(a) Funding airport development to allow the sale of unleaded air-**  
22 **craft fuel at airports. The State Aviation Board shall prioritize**  
23 **awarding grants to airports with significant general aviation traffic in**  
24 **urban and suburban areas where surrounding communities may be**  
25 **disproportionately impacted by such traffic.**

26 **(b) Subsidizing the sale of unleaded aircraft fuel at general aviation**  
27 **airports or a commercial airport at which there is significant aviation**  
28 **activity, as determined by the board.**

29 **(c) Implementing the use of noise monitoring devices, technologies**  
30 **or systems that evaluate noise levels from the operation of aircraft**  
31 **and other aviation activities at or near airports.**

1       **(d) Preventing and mitigating the adverse impacts of aircraft noise**  
2 **in communities surrounding airports.**

3       **(e) Providing for electric aircraft charging infrastructure.**

4       **(8) Before the State Aviation Board may award a grant under sub-**  
5 **section (7) of this section, the applicant must demonstrate to the board**  
6 **that the airport has completed all of the following:**

7       **(a) Adopted a plan, to be executed in accordance with any federal**  
8 **guidelines, for phasing out sales of leaded aircraft fuel; and**

9       **(b) Established a voluntary noise abatement plan that complies with**  
10 **the requirements of section 16 of this 2025 Act.**

11       **(9) The limitation on awarding grants described in subsection (8)**  
12 **of this section does not apply to international airports.**

13       [(7)(a)] **(10)(a)** Not later than September 15 of each year, the State Avi-  
14 ation Board shall submit the reports described in paragraph (b) of this sub-  
15 section, in the manner provided in ORS 192.245, to the interim committees,  
16 as applicable, of the Legislative Assembly related to air transportation.

17       (b) The reports required under this subsection shall describe in detail the  
18 projects for which applications have been submitted and approved, the air-  
19 ports affected, the names of the applicants and the persons who will perform  
20 the work proposed in the applications, the progress of projects for which  
21 applications have been approved and any other information the board con-  
22 sider necessary for a comprehensive analysis of the implementation of this  
23 section.

24       **SECTION 15. Section 16 of this 2025 Act is added to and made a part**  
25 **of ORS chapter 835.**

26       **SECTION 16. (1) The State Aviation Board shall develop guidelines**  
27 **for establishing a noise abatement plan for airports. The goal is to**  
28 **reduce and mitigate aircraft noise to prevent significant adverse im-**  
29 **acts to the health, safety and welfare of individuals residing near an**  
30 **airport.**

31       **(2) Noise abatement plan guidelines must include elements that will**

1 aid airports in reducing aircraft noise including but not limited to the  
2 following:

3 (a) A curfew on when flights may depart from the airport;

4 (b) Limiting the number of flights that may depart from the airport  
5 during specified periods of time; and

6 (c) Regulating the frequency of touch and go flights during which  
7 an aircraft touches down on a runway and then immediately acceler-  
8 ates and takes off again without stopping.

9 (3) An applicant for a grant under ORS 319.023 (7) shall:

10 (a) Create, in consultation with flight schools and pilots that regu-  
11 larly use the airport, a noise abatement plan that complies with the  
12 guidelines established by the board under this section and submit the  
13 plan to the board;

14 (b) Post the noise abatement plan at the airport in the manner re-  
15 quired by the board;

16 (c) Consult with the airport's flight schools, fuel operators and pi-  
17 lots who commonly fly out of the airport on a regular basis and inform  
18 the parties of the noise abatement plan and how the parties might  
19 comply with the plan;

20 (d) Post on the airport's website an internal communications plan  
21 detailing how the airport intends to ensure that the noise abatement  
22 plan is understood and available to all aircraft operators at the air-  
23 port; and

24 (e) Submit the noise abatement plan to the Federal Aviation Ad-  
25 ministration.

26 (4) The board shall publish noise abatement plans submitted to the  
27 board by applicants seeking a grant under ORS 319.023 (7) on the  
28 board's website.

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CAPTIONS

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1        **SECTION 17.** The unit captions used in this 2025 Act are provided  
2 only for the convenience of the reader and do not become part of the  
3 statutory law of this state or express any legislative intent in the  
4 enactment of this 2025 Act.

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**EFFECTIVE DATE**

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8        **SECTION 18.** This 2025 Act takes effect on the 91st day after the  
9 date on which the 2025 regular session of the Eighty-third Legislative  
10 Assembly adjourns sine die.

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