



HB 2269 - Presentation to the Joint Committee on Transportation

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Oregon Department of Aviation

- ODAV is a small 15-person state agency
- It is an 'other-fund' agency, with no general or lottery funds
- Its revenue source is primarily from a tax on aviation fuels (plus some leases and misc. fees)
- 83% of the tax revenues are statutorily earmarked for grants and pavement preservation program
- 17% is for operating of the agency (\$2.5M/year)



ODA office at the Salem Airport

Airport licensing and inspection Fees

- ODAV licenses all 97 public-use airports in OR and inspects 89 of them (does not inspect 8 commercial service airports that are federally inspected)
- Airport licensing fees are currently set by statute (\$30-\$150/year)
- This fee generates less than \$5000/year and has not changed since 2015
- Neighboring states (CA, ID & WA) all inspect, but only OR & CA license



Aircraft Registration Fees

- ODAV registers about 3400 aircraft per year
- Fees are dependent on aircraft type, and range from \$55-\$700
- Revenue is about \$393K/yr and is statutorily earmarked for local matching share on federal grants for improvements at the state-owned airports (90/10 split) and aircraft search and rescue cost-sharing w/ODEM
- Fees last changed in 2015
- OR fees are similar to WA (\$65-\$140) and ID (\$20-\$600)



Joseph State Airport

HB 2269 proposed changes

- HB 2269 removes airport licensing and aircraft registration fees from statute and allows them to be set by Administrative Rule
- ODAV has consulted with the major stakeholders (OR Airport Managers Association, OR Pilots Association, and Aircraft Owners & Pilots Association) and none have raised any objection, and will serve on the rulemaking committee



Independence State Airport

QUESTIONS?



TITLE

SUBTITLE

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