

Date: March 24, 2025

Topic: Testimony Opposing SB 792

Dear Co-Chair Sen. Gorsek, Co-Chair Rep. McLain, C0-Vice Chairs Sen. Starr, Rep. Boschart Davis, Members of the Committee:

Thank you for this opportunity to present testimony.

Section 3 of SB 792 addresses aircraft registration fees. In January, my husband and I paid \$221.00 in registration renewal costs for our 2017 Corolla - \$196 for the DMV fee and \$25 for a DEQ fee. Our renewal is required every two years so this comes to just over \$110 per year. Shockingly, our fees exceed the \$65 annual cost of registering piston engine helicopters and single engine aircraft in Oregon. A twin-engine aircraft that delivers twice the noise and pollution as a single engine, pays only \$150 each year. These are the types of aircraft frequently used by the student pilots who relentlessly circle homes, schools, neighborhoods, prime farmland and waterways while spewing noise, lead, and other toxins, often at low altitudes.

Regarding Section 1 of the bill, I oppose approving additional airport sites as Oregon already has 425 airports. In addition, I oppose requiring the public to subsidize airport siting costs in excess of the “nonrefundable fee of \$75 and the \$300 established for the cost of inspecting and approving an airport site for potential approval.”

Not a single European country has as many airports as Oregon does. (See General Aviation Manufacturer's Association 2019 Databook. Pg. 41.)

- Germany – population of 83.8 million, more than 20 times that of Oregon, has 318 airports.
- France – population 65.2 million, more than 16 times that of Oregon, has 294 airports.
- United Kingdom – population 67.8 million, more than 16 times that of Oregon, has 271 airports.
- Spain – population 46.7 million, more than 11 times that of Oregon has 99 airports.
- Italy – population 60.4 million, more than 14 times that of Oregon, has 98.

Though the population in each of these countries exceeds that of Oregon anywhere from 11 to 21 times over, they all manage to get by on far fewer airports.

Regarding Section 2, I urge this committee to support a substantial increase in airport licensing fees which currently range from \$150 for commercial, \$100 for urban GA down to \$30 for smaller GA airports. Current fees are minuscule in light of the negative health impacts, as well as environmental and livability degradation, inflicted by these airports. Require these increased fees to be used for lead and noise monitoring along with other efforts to reduce the adverse impacts of these airports.

In addition, the department should be completely transparent about the criteria by which it justifies the issuance of a license based on the claim that “the airport conforms to minimum standards of safety and that safe air traffic patterns can be worked out for such airport and for all existing airports and approved airport sites in its vicinity.” None of these determinations should be made without public input. This should also pertain to training areas at a distance from the airport in surrounding communities and low ambient rural and woodland settings, where pilots relentlessly circle homes and neighborhoods more than 10-20 miles from the offending airports.

For far too long, general aviation airports that serve less than one-quarter of percent of the population, have been getting a free ride while the public is forced to subsidize their expensive, polluting and disruptive hobby's and businesses. This exploitation of Oregon residents must stop.

Below are four screenshots of flight tracks generated by law enforcement and student pilots over homes and neighborhoods in Washington County.

Thank you for your time and consideration.

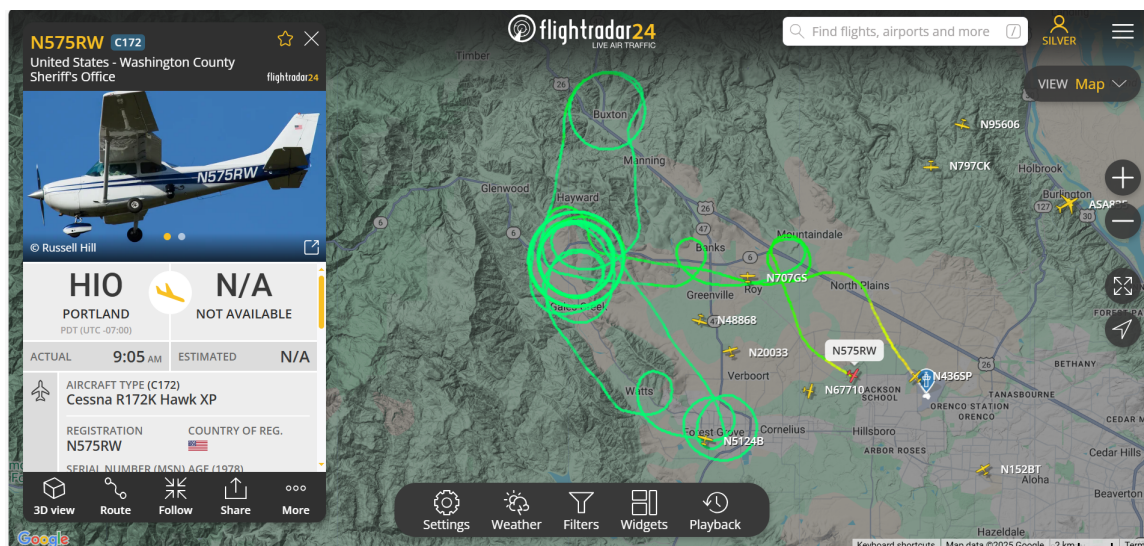
Sincerely,

Miki Barnes
Oregon Aviation Watch

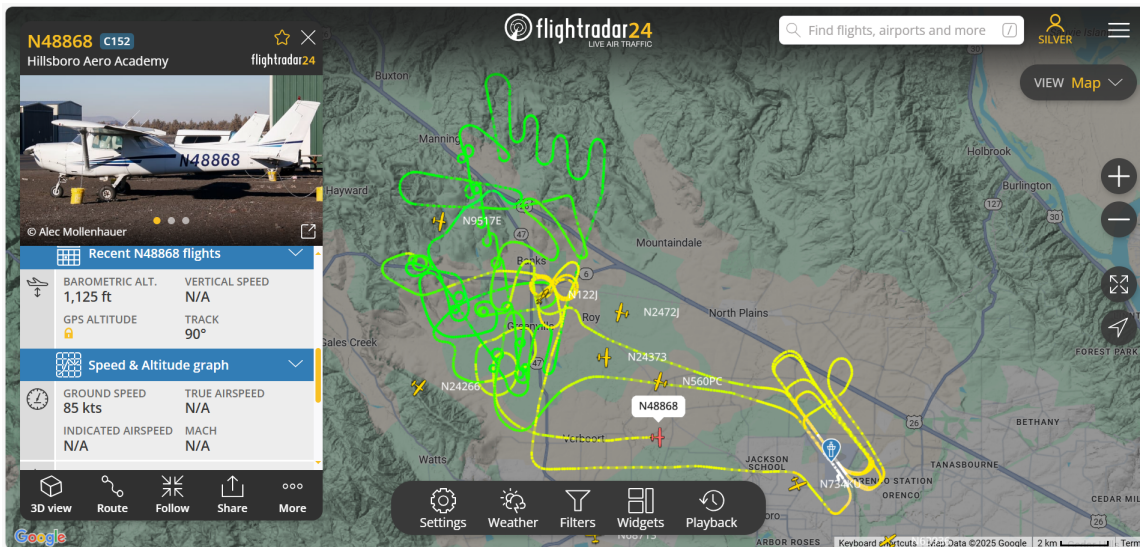
The flight tracks below were produced on 3/25/2025. They represent a small fraction of the aviation activity that occurred over western Washington County that day. They demonstrate the extreme degree to which residents in this jurisdiction are subjected to incessant and toxic aviation noise and pollution. Please bear in mind that these types of flight tracks are generated 100's of times per day, especially on sunny days. These flight patterns help to show how Washington County became the most lead polluted jurisdiction in Oregon and why Hillsboro Airport is the largest facility source of lead in the state.

The four flight tracks shown below represent a small fraction of the air traffic that degraded our livability, poisoned our air, and ruined our ability to enjoy our property on the first 70 degree spring day of 2025. There were a number of other Hillsboro Aero Academy flight training aircraft that targeted our property as well including a Northwest Wings flights originating from Stark's Twin Oaks Airport. A number of noisy private pilots also flew over our home. If of interest I will gladly provide additional flight tracks depicting these intrusive pilots.

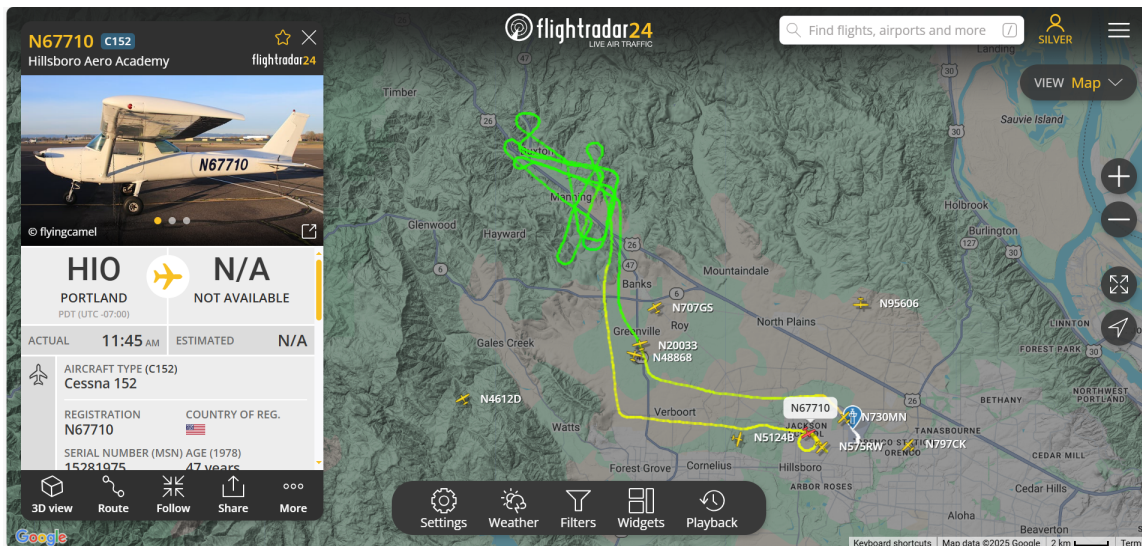
This screenshot shows an aircraft, N575RW, registered to the Washington County Sheriff's Office. It was captured at 12:36 PM after the aircraft had circled for more than 3 1/2 hours over low ambient noise rural and woodland properties, including our home, in Western Washington County.



The next flight track was produced by a single Hillsboro Aero Academy flight, N48868. This toxic aircraft spent more than 2 1/2 hours spewing lead, noise, benzene, PM2.5 and a host of other carcinogenic toxins over homes, neighborhoods, schools, prime farmland, and recreational areas while displaying no discernible concern for the adverse effect on local residents, wildlife or the biodiversity of the area.



This screenshot of N67710 captured at 12:40 PM shows the flight track of a Hillsboro Aero Academy aircraft that targeted our home multiple times over a 45 minute period beginning at 11:45 AM.



This Hillsboro Aero Academy flight, N24266, targeted our home multiple times beginning around 1:40 PM. The pilot had been spewing their noxious emissions over the area for more than an hour when this screenshot was captured at 2:27 PM on 3/25/2025.

