



OREGON DEPARTMENT OF AVIATION

Director's update
December 2, 2021



PRESENTATION AGENDA

December 2, 2021

- Infrastructure bill highlights
- 2021 review
- 2022 Major projects
- Challenges facing the Department

\$1.2T Infrastructure Bill - \$25B for aviation

- \$15B for airports
 - \$12.4B commercial service
 - \$2.5B Non-primary and GA
 - \$100M for locally owned towers
 - \$5B for new Airport Terminal Program
 - \$5B for FAA Facilities and Equipment

NW Mountain Region

Colorado	\$432M
Washington	\$385M
Oregon	\$211M
Utah	\$181M
Montana	\$143M
Idaho	\$86M
Wyoming	\$72M



Oregon Airports - \$211M over 5 years

- Commercial Service (six)
Approximately **\$175M** (83%)
allocation based on enplanements
and modified apportionment (similar to
CRSSA and ARPA)
- Non-primary and General Aviation (47)
Approximately **\$36M** (17%)
Flat amount by classification

National (3)	\$340K/yr*
Regional (9)	\$296K/yr*
Local (22)	\$158K/yr*
Basic (10)	\$110K/yr*
Unclassified (3)	\$0

Matching share required (same as AIP)

*unofficial, based on press releases from Congress members in WA and VA. Official announcement expected Jan/Feb.



Pendleton Airport

State owned airports

- Of the 28 state-owned airports,
11 are eligible for federal funding
Per airport amounts range from
\$110K - \$340K per year
- Estimated \$1.7M per year for 5 years
- For capital improvements only
- Same restrictions as regular AIP grants
- 10% local match required
- Staff looking at potential projects
- Will bring to Board for approval in
February or April



Independence Airport

Build Back Better bill

- Soft infrastructure bill
 - Passed by House 11/19, now at Senate
 - One aviation-related provision
 - Tax credit for development, production, storage and distribution of Sustainable Aviation Fuels
- Only one SAF producer in Oregon





2021 summary

- Financial snapshot
- Cash Balance
 - 1/1/21 \$600,809
 - 11/30/21 \$1,372,202
- + achieved reserve goal of 6 months op expense (\$1.2M)
- + Balanced the operating budget with \$425K federal funds and \$964K transfer from ASAP
- Closed down ROAR, transferred balance to COAR
- Fuel consumption still fluctuating, October Jet fuel gallons down 29% from Sept, up 17% from 10/20, down 34% 10/19
- Avgas gallons down 38% Oct. last year
- Legislative snapshot
- Successful 2021 legislative session
- 2519 bills introduced, 715 passed (28% pass rate)
- ODA requested bills - 100% pass rate
 - Sunset elimination, revisions to ASAP program
 - Fee for obstruction evaluations
 - Commercial lease length of term
 - Budget and Capital projects bill

2022 ODA major projects

- 1) Supreme Court petition
- 2) Administrative Rulemaking
 - ASAP prioritization
 - Obstruction evaluation fee
 - Commercial Lease term
- 3) Master Plans
 - finalize and approve Joseph MP
 - continue Aurora MP
- 4) Avigation easements (87)
 - Aurora (21), Mulino (23) and Chiloquin (43)
- 5) Aurora Tower ticket spitter
 - (funding dependent)
- 6) Resiliency projects
 - Cape Blanco added to NPIAS
 - SARA (Statewide Airport Resiliency Assessment) (funding dependent)
- 7) Update to 2003 Airport Land Use Compatibility Guidebook (funding dependent)
- 8) Electric Airport feasibility study
 - (funding dependent)
- 9) 23-25 budget request
- 10) PMP for 12 airports
- 11) PEP for 12 airports

Aurora Tower Request

- Aurora ATC has requested purchase of a Flight Data Input/Output device (flight strip ticket splitter)
- For IFR clearance and en-route data
- Currently being done manually over the phone with Portland TRACON
- Infrastructure bill earmarked \$100M (\$20M/yr for 5 years) for locally-owned towers (equipment and repairs) and \$200M for FAA-owned towers
- 100% federal (no match) competitive grant
- Portland TRACON Manager supports

ELECTRONIC STRIP DISPLAY

ARR DEPT | DEL DEPT | ARR NETWGT | DEL NETWGT | DEP WGT
ARR SCHED | STRT | ARR FMC | STRT

0805 002 100	AT45/H YR3D	0545	0550		121.175
APR252A	ROT642				
080511	TAROM				
0928	A4005 283 08R	LROP	UNBB		

TUSET 0935 100	AT45/H F404	0950	0950		120.900
TUSET3E	AFR201				
080511	A330				
0928	A4004 283 08R	LACL	LROP		

TUSET 0912 100	AT45/H EITLU	0940	0947		120.900
TUSET3E	EIN101				
080511	SHA/ROCK				
0928	A4003 283 08R	LACL	LROP		

TUSET 0554 030	A346/H F404	0600	0606		120.900
TUSET3E	AFR201				
080511	A330				
0545	A4004 471 08R	LACL	LROP		

TUSET 0551 030	B703/H TRADP	0600	0602		120.900
TUSET3E	AFL6754				
080511	AEROFLOT				
0545	A4003 484 08R	LACL	LROP		

TUSET 0546 030	B752/H DWQ1	0550	0557		120.900
TUSET3E	DLH109				
080511	LUFTHANSA				
0545	A4002 461 08R	LACL	LROP		

TUSET 0600 110	A381/H FRABK	0600	0609		120.900
TUSET3E	AFR381				
080511	A330				
0547	A4005 491 08R	LACL	LROP		

TUSET 0535 010	A318/H YRASC	0550	0550		120.900
TUSET3E	ROT650				
080511	TAROM				
0545	A4006 461 08R	LACL	LROP		

KILOV 0556 320	A318/H TSVQY	0540	0545		124.975
KILOV4A	KAJ560				
080511	KAPITAGO				
0545	A5411 461 08R	LROP	LFBO		

KILOV 0559 320	A342/H DECPD	0542	0547		124.975
KILOV4A	DLH98PX				
080511	LUFTHANSA				
0545	A5410 471 08R	LROP	LFBO		

KILOV 0601 320	A320/H DYLEF	0545	0550		124.975
KILOV4A	DLH5KK				
080511	LUFTHANSA				
0545	A5402 461 08R	LROP	LFBO		

KILOV 0601 320	A320/H FTKSU	0545	0550		124.975
KILOV4A	AFR674				
080511	A330				
0545	A5401 461 08R	LROP	LFBO		

Statewide Airport Resiliency Assessment (SARA)

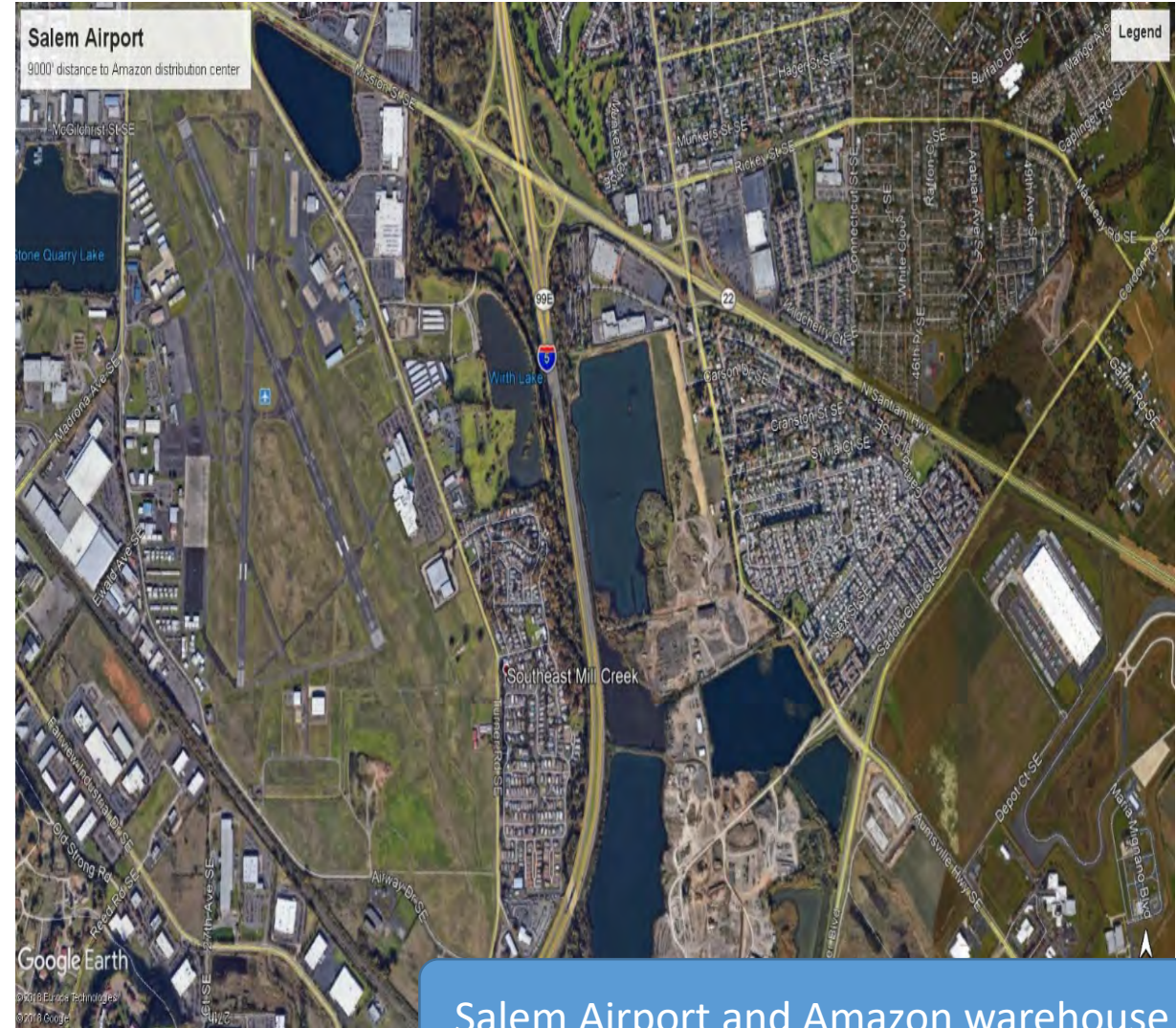
- Follow-up study to DHS/CISA State Transportation System Resiliency Assessment
- Key finding – OR airports need to do more site-specific planning to determine roles and needed improvements to support those roles
- ODA applied for \$1.5M federal funding to look at all 97 public use airports, should know if funded in spring



New Orleans Airport following Hurricane Katrina

Airport Land Use Compatibility Guidebook update

- Adopted by Board in 2003
- Guide for airport owners and planners
- Guidance about Oregon's unique land use requirements and strategies for compliance
- Update suggested by Rep. Susan McLain, who offered to help secure funding
- Add new section related to UAS - site planning for warehouses with drone 'last-mile' launch/recovery near airports



Salem Airport and Amazon warehouse

Electric Airports Feasibility Study

- Both Airside and Landside
- Electric aircraft (200+ in development)
- 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 dependent on funding, in discussions with FAA for funding
- WA did one in 2020 for \$165K (funded by state legislature)



Caravan retrofitted with MagniX engine,
Photo courtesy MagniX, Seattle

Challenges facing the Department

- Alternate funding source needed
- Fuel tax revenue is unstable and inadequate. Fluctuations in fuel tax revenues resulting from factors beyond our control (i.e. pandemic, variants)
- Electrification of aircraft poses potential revenue loss
- Three runways near end of life, not eligible for federal funds



Prospect runway

QUESTIONS?