



OREGON DEPARTMENT OF AVIATION (ODAV)

State Aviation Board Meeting
August 8th, 2025
Policy, Planning, & Programs Update

COAR Grants

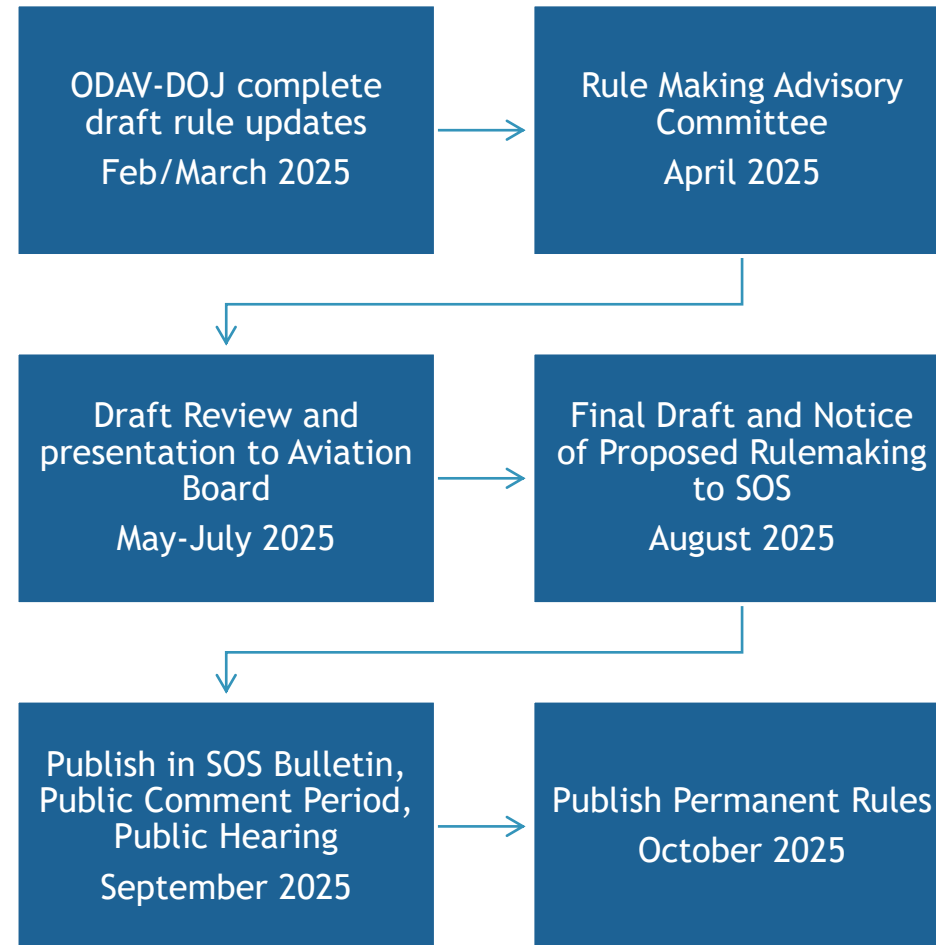
Grant Status: Grantees are continuing to execute 2025 COAR grants, as well as completing and closing out grants from previous cycles.

| Outstanding Grant Obligations Cycles | | |
|--------------------------------------|-------------------------|------------------|
| Grant Cycle | Grants Open/In Progress | Open Obligations |
| 2021 | 3 | \$ 260,095.00 |
| 2022 | 8 | \$ 58,788.00 |
| 2023 | 15 | \$ 651,293.00 |
| 2024 | 39 | \$ 3,611,142.00 |
| 2025 | 51 | \$ 3,852,505.00 |

Grant Program Updates: Program Coordinators are currently working on updates to administrative rules, program processes, and grant software in anticipation of upcoming 2025-26 COAR cycle.

Oregon Administrative Rules (OAR)

- Sections of ASAP rules OAR 738-124-[0010 – 0090] are in the process of being reviewed by ODAV team to provide clarification and simplification of program rules.



Oregon Administrative Rules (OAR)

OAR Language Updates – Board Approval of COAR Grants

OAR 738-124-0035 (5)

Current rule: “The Board may approve an application for the amount sought or for a smaller amount.”

Update: Language to be added includes considerations for decreasing reward amount based on equitable distribution of available grant funds, the potential for economic and community impact, and the overall objectives of the grant program.”

OAR 738-124-0035 (6)(d)

Current rule: “Notwithstanding these priorities based on use, priority in distributing grants may be given to projects for which applicants demonstrate a commitment to contribute the greatest amounts toward the costs of the projects to which the applications relate.”

Update: Language update would allow Board to re-prioritize applications based on the same criteria the ARC uses to create recommendation to the Board:

- The percentage of total project cost that the Applicant is able to bear.
- Projects related to safety or infrastructure.
- Quantity of projects applied for at a single airport within the same grant cycle.
- Regional significance.

Pavement Evaluation Program (PEP)

Region 2 PEP Completed

- **NPIAS:**
 - Albany (S12)
 - Ashland (S03)
 - Corvallis (CVO)
 - Cottage Grove (61S)
 - Grants Pass (3S8)
 - Hobby Field (77S)
 - Illinois Valley (3S4)
 - Lebanon (S30)
 - Myrtle Creek (16S)
 - Roseburg (RBG)
- **Non-NPIAS:**
 - Oakridge (5S0)
 - Pinehurst (24S)
 - Prospect (64S)

Region 3 PEP Begin 2026

- **NPIAS:**
 - Bend (BDN)
 - Chiloquin (2S7)
 - Christmas Valley (62S)
 - Crater Lake – Klamath (LMT)
 - Lake County (LKV)
 - Madras (S33)
 - Prineville –Crook County (3S9)
 - Sunriver Airport (S21)
- **Non-NPIAS:**
 - Crescent Lake (5S2)
 - Paisley (22S)
 - Sisters Eagle (6K5)

Pavement Maintenance Program (PMP)

- **Region 4:**
 - Baker City (BKE)
 - Grant County (GCD)
 - [Joseph \(JSY\)](#)
 - La Grande (LGD)
- **Region 1:**
 - Hillsboro (HIO)
 - Hood River (4S2)
 - McMinnville (MMV)
 - [Mulino \(4S9\)](#)
 - Salem (SLE)
 - Seaside (56S)
 - Twin Oaks (7S3)
 - [Toledo \(5S4\)](#)
 - Troutdale (TTD)
- PMP contracts awarded July 2025
- Intergovernmental/Service Agreements with airport sponsors in process

Project Administration 2024

- **FAA Projects: 8 airport grants through AIP (2), BIL (4), non-federally funded (2):**

Design:

- **Bandon (S05) - BIL:** Runway and Taxiway Surface Seal
- **Cottage Grove (61s) - BIL:** Runway and Taxiway Surface Seal
- **Independence (7S5) - BIL:** Taxiway, Taxilane, & Apron Surface Seal
- **McDermitt (26U) - BIL:** Runway Surface Seal

Construction:

- **Cottage Grove (61s) - AIP:** Apron Rehabilitation
- **Siletz Bay (S45) - AIP:** Runway Rehabilitation with Electrical
- **Prospect** – State/Local: Runway Rehab and Assoc. Improv.
- **Cape Blanco** – State/Local: Runway Rehab and Electrical

- **1 System Plan (Pavement Evaluation)**

Project Administration 2025

- **FAA Projects: 11 airport grants through AIP (1) and BIL (10):**

Design:

- **Chiloquin (2S7) - BIL:** Runway, Taxiway, & Apron Surface Seal
- **Condon (3S9) - BIL:** Taxiway, Taxilane, & Apron Surface Seal
- **Joseph (JSY) - BIL:** Runway & Taxiway Surface Seal
- **Lebanon (S30) - BIL:** Runway & Taxiway Surface Seal
- **Mulino (4S9) - BIL:** Runway, Taxilane, & Apron Surface Seal
BIL: Hangar & Waterline Project
- **Oakridge (5S0) - Non AIP:** Runway Reconstruction Design

Construction:

- **Aurora (UAO) - AIP:** Runway 17-35 Rehabilitation
- **Bandon (S05) - BIL:** Runway & Taxiway Surface Seal
- **Cottage Grove (61S) - BIL:** Runway & Taxiway Surface Seal
- **Independence (7S5) - BIL:** Taxiway, Taxilane, & Apron Surface Seal
- **McDermitt (26U) - BIL:** Runway & Taxiway Surface Seal

- **System Plan** – Postponing to 2026 due to DOT case and to allow PMP program to become current.

Project Administration 2026

- **FAA Projects: 11 airport grants through AIP (3) and BIL (8):**

Design:

- **Bandon (S05) - AIP:** 7:1 Surface Obstruction – EA
- **Condon (3S9) - AIP:** Master Plan & AGIS Update
- **Independence (7S5) - BIL:** PAPI Replacement
- **Joseph (JSY) - AIP:** AWOS Replacement
- **Siletz Bay (S45) - BIL:** AWOS Design / Construction

Construction:

- **Chiloquin (2S7) - BIL:** Runway, Taxiway, & Apron Surface Seal
 - **Condon (3S9) - BIL:** Taxiway, Taxilane, & Apron Surface Seal
 - **Joseph (JSY) - BIL:** Runway & Taxiway Surface Seal
 - **Lebanon (S30) - BIL:** Runway & Taxiway Surface Seal
 - **Mulino (4S9) - BIL:** Runway, Taxiway, & Apron Surface Seal
 - **Mulino (4S9) - BIL:** Hanger & Waterline Project
- **System Plan – Pavement Evaluation Program(PEP) & Oregon Aviation Plan (OAP) Chapter Update(s).**

Procurement & Contract Administration

ODAV has been successfully continued managing its procurement and contracting processes in-house since **July 1, 2024**.

Active Contracts:

- Engineering Work Order Contracts (WOCs) - **36**
- Public Improvement Construction Contracts - **12**

Contracts in preparation phase:

- Engineering Work Order Contracts (WOCs) - **2**

Continued Improvements:

- Maximized use of OregonBuys to manage procurement contracts and streamline all related processes - from vendor outreach, solicitation, and contract awarding.
- Continued collaboration with the DOJ to review all procurement and contract documents, with the objective of updating templates and forms to better align with ODAV's operational needs.

Land-Use & Airspace

- **Aeronautical Studies**
 - **313+** completed or in progress so far this year.
 - Including assessments for cranes, housing developments, solar installations, communication towers, and utility projects.
 - Several of which were identified as potential hazards to aviation.
- **Land-Use**
 - Total land-use notices and development permits reviewed from local and state jurisdictions to date this year: **321**.
 - New this year: accurately tracking total land-use cases reviewed
- **GIS Implementation**
 - This month, Staff shared an internal draft map of the Oregon Aviation System.
 - Intended for airport infrastructure inventory and Part 77 surface monitoring.
 - Targeting a go-live date by end of 2025 for both internal and public accessibility.

2025 Legislative Session

[SB792](#)

-Authorizes the Oregon Department of Aviation to establish by rule fees related to airports and aircraft.

[In Committee Upon Adjournment](#)

[HB3479](#) / [SB791](#)

-Requires commercial operators of unmanned aircraft systems to maintain liability insurance

[In Committee Upon Adjournment, per ODAV Request](#)

[HB2153](#)

-Increases the tax on aircraft fuel usable in aircraft operated by turbine engines and adjusts the rate biennially according to any increase in the Consumer Price Index.

[In Committee Upon Adjournment](#)

[SB5506](#)

-Limits for the six-year period beginning July 1, 2025, payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by various state agencies for capital construction.

[Passed, Speaker Signed](#)

[SB5504](#)

-Limits biennial expenditures from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the Oregon Department of Aviation.

[Passed, Effective 7/1/25](#)

2025 Legislative Session

Other Bills

HB2375: Requires a person who is developing or repowering a wind energy facility to apply to the Federal Aviation Administration and, if applicable, the Federal Communications Commission, for approval for the installation and use of light-mitigating technology systems and, if approved, install the systems within 24 months or as soon as reasonably practicable thereafter. [Passed, Effective 1/1/2026](#)

HB2765: Directs the Department of Environmental Quality to develop and maintain a grant program to prevent spills at fuel facilities [In Committee Upon Adjournment](#)

HB2851: Modifies the definition of "critical infrastructure" to include a terrestrial-based cable or wire communication facility for purposes of the crimes of domestic terrorism in the first degree and domestic terrorism in the second degree. [In Committee Upon Adjournment](#)

HB3013: Details the process by which a permit or zone change that is based on provisions of a comprehensive plan or land use regulation that fail to gain acknowledgment is voided and any resulting improvements or uses are removed or revoked. [In Committee Upon Adjournment](#)

HB3088: Directs the Department of Transportation to study promoting the use of sustainable aviation fuel in Oregon and present the results of the study to the Joint Committee on Transportation. [In Committee Upon Adjournment](#)

HB3132 / SB1035: Directs the Oregon Department of Emergency Management to procure and maintain vehicles for purposes related to fuel and personnel needs at certain airports. [In Committee Upon Adjournment](#)

HB3276: Directs the Oregon Department of Aviation to study issues related to improving airport infrastructure resilience and to report to an appropriate committee or interim committee of the Legislative Assembly on or before September 15, 2026. [In Committee Upon Adjournment](#)

HB3426: Expands offenses relating to the use of an unmanned aircraft system to interfere with official duties to include firefighting and search and rescue efforts. [In Committee Upon Adjournment](#)

SB90: 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. [In Committee Upon Adjournment](#)

Advanced Air Mobility (AAM)

Part 108 – Beyond Visual Line of Sight (BVLOS)

The FAA's proposed rule for safely normalizing Beyond Visual Line of Sight (BVLOS) drone operations includes detailed requirements for operations, aircraft manufacturing, keeping drones safely separated from other aircraft, operational authorizations and responsibility, security, information reporting and record keeping.

Here are some highlights.

Operations

- The types of operations that would be enabled BVLOS: package delivery, agriculture, aerial surveying, civic interest – including public safety, recreation, and flight testing.
- Operations would occur at or below 400 feet above ground level, from pre-designated and access-controlled locations.
- All operators would need FAA approval for the area where they intend to fly. They would identify the boundaries and the approximate number of daily operations, as well as takeoff, landing and loading areas. They would ensure adequate communications coverage and procedures in cases where the communications with the drone are lost.
- Operators would have to be familiar with airspace and flight restrictions along their intended route of flight including reviewing Notices to Airmen (NOTAMs). Operators would also be required to identify and mitigate any hazards.
- The FAA would evaluate proposals to fly multiple drones on a case-by-case basis.

Economic Development

Following productive engagement at Xponential and other events, ODAV is partnering with Business Oregon to cultivate relationships with international market partners that will advance aviation business development in Oregon, including; manufacturing, assembly, and related supply-chain opportunities.

Key Market Partners Engagement Summary

KR South Korea

Engaged with 12 Korean companies; several demonstrated strong interest and near-term readiness to explore opportunities in Oregon.

TW Taiwan

Engaged with 6 Taiwanese companies; a few showed promising interest and potential alignment with Oregon's aviation business development goals.

JP Japan

Engaged with 10 Japanese companies; while overall interest was high, most indicated that further development is needed before pursuing opportunities in Oregon.

ODAV will continue collaborating with Business Oregon and the Regional Solutions team to strengthen relationships with international businesses and partner countries, fostering aviation-related investment and development opportunities in Oregon.

Events

Past / Current

NWAAAE

April 29 - May 1: Renton, WA

- Air Service Development
- Security Compliance
- Leadership

Xponential

May 19-22: Houston, TX

- Education / Workforce
- Ecosystems
- Policy / Regulations

Drone & AAM Symposium

July 29-30: Washington, DC.

- Education / Workforce
- Policy / Regulations
- Security

Advance Air Mobility Multi-State Collaborative

August 7-8: Oklahoma City, OK

- Policy Harmonization
- Infrastructure Needs
- System Funding

Future

Commercial UAV

September 2-5: Las Vegas, NV

- Workforce Development
- Economic Impacts
- Security

Oregon Airport Managers Association (OAMA)

September 21-23: Bend, OR

- ODAV Updates
- Business Oregon Updates
- Roles of Aviation

National Association for State Aviation Officials (NASAO)

September 21-24: Anchorage, AK

- State Funding
- Safety Initiatives
- Airport Readiness

QUESTIONS?

