

From the Director



Greetings from The Director's chair. As always, there is a lot going on in the Oregon aviation world. Starting with the Board of Aviation. Paul Hudgens of Portland has joined as the newest member of the Aviation Board. He is a Navy veteran Helicopter pilot and brings a wealth of corporate finance experience to the board. As a side note, when he and I compared notes on duty stations, it turns out I actually flew with him twice when I was an instructor in T-34s in Corpus Christi Texas and he was a student going for his Naval Aviator Wings. It's truly a small world. If you attend our board meetings, introduce yourself to Paul. I think you will find him to be a great addition to the board.

It's budget season again and the Department of Aviation is heavily engaged in planning for the 2013-2015 biennium. There are lots of moving parts in the budget process including proposing new legislation and our legislative concepts will be posted on our website in the near future. One of the Legislative Concepts is looking at new revenue sources so we can better take care of Oregon's system of airports. At this writing, we still have Crescent Lake State Airport closed due to collapsed pavement. Matt Maass and his maintenance team (all two of them) are putting their heads together to come up with a cost effective plan to put the runway back in operation. The Board of Aviation is looking at the roles of all the airports under the state's purview to determine the safety, economic, and utilization value of each of the state's 28 airports.

The Board of Aviation and ODA recently sponsored a very successful Aviation Industry Cluster summit at the Evergreen Aviation Museum in McMinnville. See the article and pictures inside FLIGHTLINES from this very successful venture.

Pavement Maintenance for 2012 is in full swing for the eastern half of the state. In a change from previous years, ODA is engaging with 3 separate contractors this year to make the program more available to small and minority owned businesses. One of the key benefits is we expect to be complete with the program earlier this year than in previous years. Check NOTAMS before flying into the eastern airports to make sure your destination isn't on the list to have pavement work done on the day you plan to fly.

The Board of Aviation endorsed a temporary rule to allow Waldo Lake to be used by seaplanes pending permanent rule making that should be completed by the end of December 2012. The rule requires seaplanes to notify the Department of Aviation and imposes some restrictions on location and time of day as well as requires seaplane pilots to be vigilant and prevent any foreign species into the lake. ODA and the Board of Aviation will hold a public hearing on the Waldo Lake Seaplane issue before December prior to any permanent rulemaking to give the public an opportunity to comment. Of note, there have been only 6 notifications of intent to land at Waldo Lake since the temp rule making went into effect.

There are a number of flying events coming up. I encourage you to look to Oregon Pilots Association (OPA) website and get on Mary Rosenblum's email list of great places to fly in Oregon. She is the president-elect of OPA and featured in FLIGHTLINES here as an AIRO volunteer with the department.

Fly Safe and don't forget to close your flight plans. -Mitch

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ODA Update

The Oregon Aviation Board consists of seven members appointed by the Governor and confirmed by the Oregon Senate. The Board provides policy direction to the Director and the Department.

Members of the Oregon Aviation Board:

Chair, Mark Gardiner

Vice Chair, Chris Corich, Board Members: Paul Hudgens, Larry Dalrymple, Nan Garnick,

Jack Loacker, & Joe Smith.

AVIATION BOARD MEETING

TBD

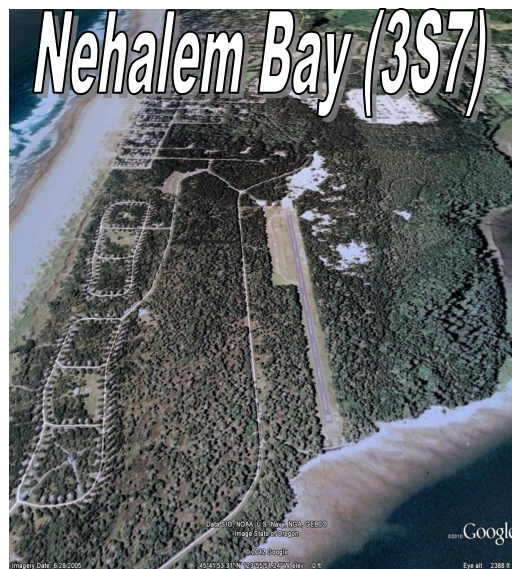
What's New at Oregon State Airports?

In order to keep information relevant and current, please provide PIREPS on airport conditions to airports manager at 503 378-2523.

- * Alkali Lake (R03) The airport is open and located in an open range area. It was last inspected by staff on July 11, 2012. The soft gravel runway is in good condition and ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway.
- * Aurora (UAO) No Change.
- * Bandon (S05) Due to significant obstructions to the approach, the PAPIs serving Runway 16 are NOTAM'd out of service indefinitely. The FBO underwent a name change from Frank's Flight Service to Bandon Aviation Services. They still provide Unicom service on 122.80 and can be reached at (541) 347-2022.
- * Cape Blanco (5S6) A new entrance gate was installed as a deterrent to improper airport usage. Crack sealing and restriping of the runway and taxiway were accomplished utilizing ODA Pavement Maintenance Program funds.
- * Cascade Locks (CZK) No Change.
- * Chiloquin (2S7) The airport is scheduled to close for 90 days beginning mid July for an airport improvement project which includes complete reconstruction of runway 17-35 and associated safety area grade work, reconstruction of the west taxiway and apron and associated safety area grade work, installation of a new medium intensity runway edge lighting system, installation of a new airport rotating beacon and tower and removal of obstructing trees and brush to both approaches.
- * Condon (3S9) No Change.
- * Cottage Grove (61S) An obstruction removal project scheduled for this fall to remove trees obstructing both runway approaches. After the trees are removed runway 15 PAPIs will be returned to service. Deer and large gaggles of Canadian geese are often found on or near the runway during early morning and late evening hours. ODA recommends overflight prior to landing to haze the animals.
- * Crescent Lake (5S2) Warning Airport. Airport is **CLOSED** until further notice due to severe cracking in the runway surface and rutting in the shoulders. We anticipate having the repairs done and reopening the airport by August 1, 2012.
- * Independence (7S5) taxiway and parking area markings were faded and needed a new coat of paint. ODA staff purchased a new paint striper to paint runway and taxiways at our state owned airports. In May we painted the taxiway and parking area at 7S5.

- * Joseph (4S3) In March we hired a company to clean and convert the second fuel tank to all Avgas which increased our capacity to 9000 gallons.
- * Lebanon (S30) A new EAA Chapter has been established and they are seeking new members. Contact Larry Knox or Tebo Corbin at Lebanair Aviation for details (541) 258-5029.
- * McDermitt (26U) The airport is open. Three new wind cones (centerfield lighted) and a Pilot-Controlled Lighting Transmitter were installed utilizing funding provided through FAA Airport Improvement Program grant.
- * McKenzie Bridge (00S) Warning Airport. This turf strip airport is open. It was last inspected by ODA staff on June 8, 2012. A large parcel of trees at the west end of the airport along the north side of the runway have been removed by the USFS and is designated for a helicopter parking area. Land on runway 6 and takeoff from runway 24 only. ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway. Please provide PIREPS on airport conditions to the State Airports Manager at (503) 378-2523 or Airport Operations Specialist at (503) 378-4176. See additional information at: <http://www.aviation.state.or.us/Aviation/warning.shtml>
- * Mulino (4S9) OPA has their Annual Fly-in Pancake Breakfast in July 21-22, 2012.

- * Nehalem Bay (3S7) The State Airport is located in Tillamook County and operated by Oregon Department of Aviation. The airport gives the flying public a great opportunity to fly and camp at one of the greatest state parks located on the Northern Oregon Coast at Nehalem Bay State Park. The airport is located within Nehalem Bay State Airport with a paved runway 2,350' long by 50' wide. With camp sites located right next to tie-down spots for your aircraft. Nehalem Bay State Airport is about a thirty minute flight from the State Capital of Salem. The state park is located south of Manzanita and west of Nehalem on the northern Oregon coast. The park offers camping for everyone, including ADA, biker, hiker, fly-in and horse camp facilities. It's an easy walk to Manzanita and the sand dunes along the beach, with unique shops and restaurants located in town. As most of us know, getting a reservations at a state park in Oregon can mean months on a waiting list. At Nehalem state park they have several camp sites along the airport dedicated to the flying public on a first come first served. No reservation needed!!! However if you would like to reserve a spot go to their web site at:



<http://www.reserveamerica.com/campgroundDetails.do?subTabIndex=0&contractCode=or&parkCode=neha>

- * Oakridge (5S0) The airport is open. It was last inspected by ODA staff on July 9 and a new wind sock was installed. Crack sealing and restriping of the taxiway and parking ramp were recently accomplished utilizing ODA Pavement Maintenance Program funds. ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway .

- * Owyhee Reservoir (28U) Warning Airport. This is our only state-owned expeditionary airport and is accessible only by boat or aircraft. The airport was inspected by ODA staff June 8 and a new wind sock was installed. The runway surface is slightly rutted, so use at your own risk. ODA recommends overflight of runway prior to landing to ascertain conditions are safe for landing. Please provide PIREPS on airport conditions to the State Airports Manager at (503) 378-2523 or Airport Operations Specialist at (503) 378-4176. See additional information at <http://www.aviation.state.or.us/Aviation/warning.shtml>.
- * Pacific City (PFC) Pacific City Joint Water Sanitation Authority will be constructing a new building northwest of the threshold of Runway 14. Please use caution when approaching the airport from the north. As always, PFC is a WARNING Airport. ODA recommends contacting the department prior to use. Call (800) 874-0102.
- * Pinehurst (24S) Warning Airport. The airport is open and was last inspected by ODA staff on April 11, 2012. Crack sealing and restriping of Runway 4-22 were accomplished utilizing ODA Pavement Maintenance Program funds. ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway. See additional information at <http://www.aviation.state.or.us/Aviation/warning.shtml>
- * Prospect (64S) The airport is currently open and was last inspected by ODA staff on June 22. Use of the runway is limited to daytime operations, but closed for night operations, except for emergency use, due to tall, unlighted obstructions on runway centerline. ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway.
- * Rome (REO) The airport is open and was last inspected by staff on July 10, 2012. The soft gravel runway is in good condition, however it is limited to 8000 lbs single wheel gear. The airport is in open range country, so ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway
- * Santiam Junction (8S3) Warning Airport. The airport is open and was last inspected by ODA staff on June 8 and a new wind sock was installed. ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway. Surface winds permitting, land on runway 6 and takeoff from runway 24. Please provide PIREPS on airport conditions to the State Airports Manager at (503) 378-2523 or Airport Operations Specialist at 503-378-4176. See additional information at <http://www.aviation.state.or.us/Aviation/warning.shtml>
- * Siletz Bay (S45) CAUTION TO PILOTS: when approaching and departing Runway 17, due to golf course and high flying golf balls at the north end of airport.
- * Toketee (3S6) Warning Airport. The airstrip is open and was last inspected June 21, 2012 and two new wind socks were installed. The runway surface is slightly bumpy, mainly in the middle-third section. ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway. Please provide PIREPS on airport conditions to the State Airports Manager at (503) 378-2523 or Airport Operations Specialist at (503) 378-4176. See additional information at <http://www.aviation.state.or.us/Aviation/warning.shtml>

- * **Toledo (5S4) Warning Airport** To all pilots that use our airport please fly neighborly. Try not to fly over residential areas across the river from the airport, and continue to fly in safe and appropriate manner. As always this is a WARNING Airport. ODA recommends contacting the department prior to use. Call (800)-874-0102.



- * **Wakonda (R33) Warning Airport** The airport was last inspected March 27. The turf runway is firm and in good condition. Surface winds permitting, land on runway 34 and takeoff from runway 16. ODA recommends overflight prior to landing to determine the presence of elk on the runway. See additional information at <http://www.aviation.state.or.us/Aviation/warning.shtml>

- * **Wasco (35S) New Windsock.**



Aviation Industry Cluster Holds Summit at Evergreen Aviation Museum

The Oregon aviation industry and the Board of Aviation recently sponsored a very successful Aviation Industry Cluster Summit at the Evergreen Aviation and Space Museum. Expecting less than 100 attendees, we were very pleasantly surprised to have over 120 attendees show up interested in the further development of the aviation and aerospace industry in Oregon. Duncan Wyse of the Oregon Business Council kicked off the summit by noting the importance of the Industry cluster concept to the Oregon economy and encouraging the group to develop its full potential.

He was followed by Mark Gardiner, Chairman of the Oregon Board of Aviation who gave a comprehensive overview of Aviation in Oregon.



Mark Gardiner presents overview of Aviation Industry in Oregon



Senator Betsy Johnson (Scappoose) addresses Aviation Cluster Summit participants.

Scott Nelson from the Governor's office welcomed attendees on behalf of the Governor and also praised the aviation industry's cluster development efforts. He pointed out that until recently, it has not been common knowledge that the aviation industry in Oregon is as robust as it is. An estimated 90% of the heavy lift helicopter companies nationwide are based in Oregon according to Colleen Padilla, a speaker at the summit who helps spearhead the Heavy Lift Helicopter consortium in Oregon. Van's Aircraft, the Aurora based makers of the RV line of aircraft is reportedly the largest kit manufacturer of aircraft in the world.

What we discovered in developing an invitation list is there are well over 200 aviation businesses in Oregon, most of them with high paying living wage jobs.

Senator Betsy Johnson, one of Oregon Aviation's best supporters spoke and recognized that aviation and aerospace are part of the same industry in the state. She also recognized the importance of the aviation industry in Oregon and encouraging the members in opportunity to organize the aviation industry cluster as an economic force.

Additional speakers included Max Lyons whose innovative approach to attracting business from the Pacific Rim has made his company Hillsboro Aviation a leader in aviation training in the country flying in excess of 50,000 hours per year.



Max Lyons of Hillsboro Aviation discusses attracting Asian Aviation clients into the Oregon economy.

The Aviation Board also welcomed "Business Oregon's partnership in the Aviation Industry Cluster as 10 members of their team attended to coordinate business opportunities with Aviation business leaders. Karen Godden, Business Development Manager for the agency contributed to the conference by participating in an industry panel that also included Doug King of Epic Aircraft in Bend, Nan Garnick of Butler Aircraft in Redmond, Craig Hudson of Garmin, Aron Faegre of Aron Faegre and Associates and John Miller, Director of the Aviation Training program at Central Oregon community College.

Many thanks to Centrex Construction and Aron Faegre and Associates who sponsored an industry reception following the

conference to give aviation leaders an opportunity to meet and network following the Summit presentations. Adelsheim Vineyards donated wine for the reception.

I would also be remiss if I didn't recognize the important role Evergreen Aviation and Space Museum played in setting the stage for this event; Kristi Fitzgerald as event coordinator and Tim Wahlberg, Evergreen's Aviation Chairman, who not only welcomed the participants in person but also offered Evergreen's hospitality to host future Aviation Industry events. For the Aviation Board, Joe Smith has taken the lead to keep the momentum going and is in the process of organizing an Executive Steering Committee to lead Oregon's Aviation Cluster to realize the potential it demonstrated at Evergreen in June.



Panel discussion on developing future of Aviation Industry Cluster moderated by Joe Smith of the Oregon Aviation board

AIRO Volunteer Profile, Mary Rosenblum

Mary Rosenblum is a great advocate for aviation in general, but especially here in Oregon. As an AIRO volunteer, she puts in countless hours for the betterment of the State system of airports. Mary is the incoming president for the Oregon Pilots Association where her knowledge and background will be a great benefit for the pilots in Oregon.



Mary grew up wanting to fly, not as an airline pilot, but to have her own plane and fly. She states, “Watched too much Sky King as a kid, I guess. But my dad was quite hostile to anybody who owned their own plane -- the 'why' of that was family history that I only learned about later on -- so flying and flying lessons were not even discussable topics in my home, and later, as a self-supporting writer, developing a career and raising two kids as a single parent, there simply wasn't enough money to take flying lessons. Believe me, I did the math. I still remember my first ride in a small airplane, the right seat of a Caravan, a shuttle, going back empty save for me, from Taos to Albuquerque. The pilot invited me to the right seat and gave me a headset. I sat there on that evening to night flight through light snow in awe and thought 'I *have* to do this'.”

Once her kids were supporting themselves, she had the money to learn to fly. She worried that she might be too old to start. She said, “Flying was for twenty year old reflexes! My sneaky pilot neighbor, now 85, who still flies a twin Comanche (with a CFI, since he stopped keeping up his medical) bought me an hour in the air with that CFI. And I was hooked. Reflexes and age be damned. I *was* going to do this.”

Mary was so enthralled with flying; she bought her “beloved little niner-four-lima”, a Cessna 152, before she had even taken her private pilot check ride. She has logged about 650 hours in “niner-four-lima”; additionally, she has received her instrument ticket and keeps her proficiency as well as her currency. She is working on her commercial certificate although doesn't have the complex time yet to finish it. “Hard to get the gear to retract on a 152 and then there's the variable pitch prop issue...”

Mary attributes the AIRO program as “a great first step toward getting more involved with aviation and the issues facing pilots today.” She also joined the Oregon Pilots Association as a way to give back, helping new pilots, especially younger ones, get started or stay flying. She is passionate about general aviation and says, “general aviation, our ability to fly, and our airports are under a lot of pressure today, and anyone who can give their time to help keep us all flying, is needed.”

She wishes that she had gotten started flying earlier in life; “If I'd had that taste of flight early on, my life path probably would have been different, whether my dad liked it or not. But hey, I *am* flying now, and I'll take up any kid or interested adult who wants to get into the plane with me. Maybe give someone else that taste, early on.”

Prospect Search and Rescue

P.O. Box 35
Prospect, Or. 97536

Fly-in 2012

Dear Potential Sponsor,

Prospect Search and Rescue can only achieve its goals with the assistance of generous donations from members of our community. Without these donations, serving those in our area would not be possible.

Since our organization relies on the generosity of individuals like you, we ask you to consider a monetary or merchandise donation to our Fly-in event. If you would like to help us in this endeavor please contact one of the following members. We hope that you will help support our efforts.

Thank you for your generosity,

Prospect Search and Rescue Fly-in committee

Beth Mickelsen 541-560-1143

Diana Cheyne 541-826-9631 email dlcheyne@gmail.com

Ed Harr 541-951-8033

Sherri Short 541-601-6833 email prospect_fly_in@yahoo.com

A receipt will be provided for all donations for tax purposes



Construction Projects Summer 2012

Pavement Maintenance Projects are in full swing this summer with construction work to be completed by September, here is a list of the airports that will be getting various amounts of crack filling seal coat and pavement maintenance:

Gorge Region Airports:

Boardman
Cascade Locks
Columbia Gorge
Condon
Hermiston
Hood River
Wasco

Central Region Airports:

Bend
Madras
Prineville
Sunriver

Eastern Region Airports:

Baker City
Enterprise
Grant County
LaGrande

Chiloquin Runway Rehabilitations Project

⇒ The Chiloquin State Airport will be undergoing a complete runway rehabilitation project this summer and is scheduled for full closure for 90 days starting in the beginning of August.

For any questions please feel free to contact Heather Peck at:
heather.peck@aviation.state.or.us.

FROM THE FAA

A new FAA study was published in May that divides our nation's 2,900+ public use aviation facilities into four new categories. The facilities, which include 2,903 airports, 10 heliports and 39 seaplane bases, now will be labeled as national, regional, local or basic. The categories reflect the current activity at each airport and our defined in the report. The complete study can be found at http://www.faa.gov/airports/planning_capacity/ga_study/.

EUGENE AIRPORT

The Eugene Airport recently held a unique fundraising event at their Airport. The Active 20-30 Club of Eugene partnered with the Eugene Airport for the first ever 5k on the Runway! Racers had the opportunity to participate in a race run or walk with all proceeds benefiting local children's charities on the runway. In addition to the 5k race there was a FREE children's fun run, and a post event celebration included a drawing for two round trip tickets to Hawaii for race participants. There was a post race celebration for the 200+ registered racers that included with live music, awards, food and beverages, as well as booths set up by area children's non-profits that the 20-30 Club supports. What a great way to support the community and encourage support.

“GOING BACK IN TIME; FIRST LANDING AT AURORA STATE AIRPORT”



July 23, 1943 While the Aurora Airport was under construction; a P-39 based @ PDX was practicing dog-fighting with a group of fighters off Salem, after an engine failure this one made an emergency landing at what was to be; the Aurora Airport.

(As printed in The Charbonneau Villager July 2012)

Letter

To the Editor:

As a Charbonneau resident and Aurora Airport business owner, I am happy to report that the Federal Aviation Administration has officially implemented three new "Standard Instrument Departure" procedures for the Aurora Airport.

These are the first published departure procedures since 1943 when the airport was built. They were designed for two main reasons: to improve safety and to reduce noise over Charbonneau.

The new departure procedures were developed by the Federal Aviation Administration (FAA), with the assistance of the Oregon Department of Aviation and the Positive Aurora Airport Management (PAAM) organization.

PAAM is the official airport organization and has many Charbonneau residents as members. Long-time Aurora Pilot and owner of Aurora Aviation,



Bruce Bennett (503) 678-1217, is the PAAM Safety Committee Chairperson, and his committee were instrumental in developing the departure procedures proposal.

These procedures were designed for departures only. So please be aware they don't apply to arriving aircraft, therefore, you will still see aircraft occasionally flying over Charbonneau. Also airplanes

that are not coming in or out of the Aurora Airport might fly over Charbonneau as they're going up and down the Willamette River or up and down I-5.

Also, the total benefits of these departure procedures along with other noise abatement procedures won't be fully implemented until the control tower installation is completed in the Spring of 2013.

The new standard instrument departures are just one of the many ways the Aurora Airport is trying to be a good neighbor to surrounding communities.

Sincerely,

Ted Millar



Aviation News of Interest? Aviation Feature Story?
An Event that's Happening at your Airport? Do you
want to share a story about your town and why to
fly into your airport? If so send your article and
photos to the FlightLines Editor Jim Putnam at:
James.e.putnam@state.or.us

If you are a veteran living in Oregon,
learn about your benefits at:
www.oregon.gov/odva

**It's The Law: All Oregon Pilots & Aircraft Must Be Registered With
The Oregon Department Of Aviation**

The Oregon Department of Aviation is not supported by your tax dollars. We use fees, grants, and leases to maintain a safe and efficient system of airports in the state. For more information go to our website. www.aviation@state.or.us

Please Pay Your Fees

ORS 837.010 Federal pilot certificate required. No person shall fly aircraft in this state unless holding a pilot certificate of competency issued by the appropriate federal agency. [formerly 493.020]

ORS 837.015 Registration of aircraft. Unless exempted by ORS 837.005, no person shall fail to register any aircraft when required by ORS 837.040 to 837.070. [formerly 493.030]

Oregon Aircraft Dealer License are due

If you have not yet paid for 2012 and need an application you may go to our website to download the form.

If you have any questions please contact:

Jim Putnam 503-378-4880 or 800-874-0102 james.e.putnam@state.or.us

Department of Aviation Board Meeting

August 16, 2012

Location: PORT OF PORTLAND OFFICES AT PDX

Where to find non-blended fuel. Go to the ODA website at:

www.oregon.gov/Aviation/index.shtml.

Under “Other Aviation Issues” click on E-10 Ethanol In Gas, and scroll down until you come to the chart of suppliers.

Volunteers Needed

Have you ever wanted to help out your local airport or perhaps an airport you are very fond of? ODA, in partnership with the Oregon Pilots Association (OPA), has a volunteer program called Airport Information Reporting for Oregon. (AIRO). This program is designed to have aviation enthusiasts volunteer to help ODA identify items related to safety, maintenance and security.

This program promotes operational excellence through active participation in public/private partnerships. You must be at least 21 years or older and have a willingness to travel around Oregon for training and/or inspections at assigned airports. If this sounds like something you might be interested in, please contact: **Matt Maass, State Airports Manager**

e-mail: Matthew.D.MAASS@aviation.state.or.us

(503) 378-2523.



Oregon Department of Aviation
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Salem, OR 97302-1125
web: www.aviation.state.or.us
Editor: Jim Putnam



DID YOU KNOW?

ORS 837.020 requires every pilot operating within Oregon to register with the Oregon Department of Aviation. By law, registration must take place within 60 days of issuance of any "appropriate effective federal certificate, permit, rating or license relating to competency as a pilot" - with the exception of student pilots, who must register prior to their first solo flight. Non-resident pilots must also register with Dept of Aviation if flying in Oregon. Only non-resident pilots flying in order for major air carriers are exempt from pilot registration requirement, so long as they do not engage in any recreational flying or personal business, such as charter, agricultural operations, flight instruction, etc. in Oregon.

Registration fees are set by statute at a mere \$12 initial fee for the first year. They are subsequently renewable on the anniversary of the initial registration for \$24, which covers a two-year window of time. Every registered pilot must notify the Department in writing within 30 days of a change of address or change of name.

Certificate of Oregon Pilot Registration. Every pilot operating within Oregon must present a federal certificate of competency and state certificate of registration upon demand. The certificate of registration shall be kept in the personal possession of the pilot when operating aircraft within this state.

Dedication of Oregon Pilot Fees to Air Search & Rescue. Pursuant to ORS 837.035, proceeds from Oregon Pilot Registration fees are deposited in a dedicated account which funds Air Search & Rescue through the Department of State Police, Office of Emergency Management. This revenue stream is dedicated to funding all expenses incurred in conducting activities authorized under ORS 401.555 to search for lost planes, as well as search and rescue of lost persons. The funds are also used to provide pilot survival education and training.

If you have questions about registration requirements, you may contact ODA by telephone: **800-874-0102** or by e-mail at aviation.mail@state.or.us.

www.oregon.gov/aviation