



Bob Hackett

State Senator
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Chair Hillyer, Vice Chair Mathews, Ranking Member Isaacsohn, and members of the House Civil Justice Committee, thank you for the opportunity to provide sponsor testimony on Senate Bill 206 which was favorably passed out of the Senate Transportation Committee and passed by the Senate.

Senate Bill 206 would establish a process for selling abandoned or derelict aircraft and provides definitions and differing procedures depending upon whether an abandoned aircraft is airworthy or derelict.

An abandoned aircraft is an aircraft located at a public use airport where the aircraft owner has not paid any tie-down, rent, or storage costs for use of the premises for at least ninety consecutive days. Once a public airport determines that an aircraft is abandoned, this legislation would outline procedures for attempting to notify the aircraft owner and would provide the owner extensive time to resolve the issue. Under S.B. 206, the owner would be verified, notified that their aircraft is abandoned, and then a lien would be placed on the aircraft for accrued fees and charges.

A derelict aircraft is separately defined as an aircraft located at a public-use airport where the owner has not paid any tie-down, rent, or storage costs for use of the premises for at least ninety consecutive days and in addition, the aircraft is not in flyable condition, does not comply with the FAA's regulations allowing for it to be operated or flown, and its does not have an approved written repair plan.

Under these conditions, this legislation would provide additional time for the owner or lienholder to be notified of the potential disposition of their aircraft. If after 30 days of the notice having been made, the owner does not remove the

aircraft, the public airport may sell it or have it scraped or demolished. Any funds received beyond the total of the fees accrued and costs associated with the sale or demolition of the aircraft would be distributed to any other known lienholders, the current owner(s) of the aircraft, or ultimately treated as unclaimed funds and sent to the State.

The Ohio Revised Code (ORC) currently does not provide any procedures for a public airport to dispose of an aircraft that has been abandoned on a public airport's property and is often in derelict or not airworthy condition. Due to the lack of direction and enforcement options under Ohio law, there are numerous examples of aircraft being abandoned, which is a hazard and detracts from operations at Ohio public-use airports. One airport has at least five derelict aircraft that have sat untended and without paying any storage fees for multiple consecutive years. These derelict aircraft become severe safety issues for airport operations in addition to being unsightly detractors from efforts to attract businesses to locate their operation at a public airport.

Senate Bill 206 would provide extensive time, robust notification procedures, and reasonable criteria to ensure that only aircraft that have truly become abandoned can be disposed of by public airports. Additionally, this legislation would provide the aircraft's owner with reasonable and clear procedures and a reasonable amount of time to address deficiencies and take proper corrective actions in order to maintain ownership of their aircraft.

Thank you again Chair Hillyer for allowing me to give sponsor testimony on Senate Bill 206. I am happy to answer any questions from the Committee.

Sincerely,

A handwritten signature in black ink that reads "Bob Hackett". The signature is written in a cursive, flowing style.

Bob Hackett
State Senator
10th Senate District