



AVIATION: SB792

Fees Statute to Rule 2025-2027

CHALLENGES

ODAV rates and charges continue to be a challenge.

Fees that ODAV charges

- cannot be changed without changes to statute;
- are not responsive to inflation nor changes in the market;
- and often do not cover the cost of the service.
- Example
 - The cost to license Portland International Airport is \$150. The cost to ODAV and the Port to comply far exceeds \$150.



Supports Self-Sufficiency

Looking to ensure that revenue covers costs.

Fuel Tax Diversion

Fuel taxes are limited in how they may be used.

Revenue Diversification

Works to diversify revenue to lessen reliance on single sources.

Advanced Air Mobility

New technologies are coming at an increasing pace and Oregon is unprepared.

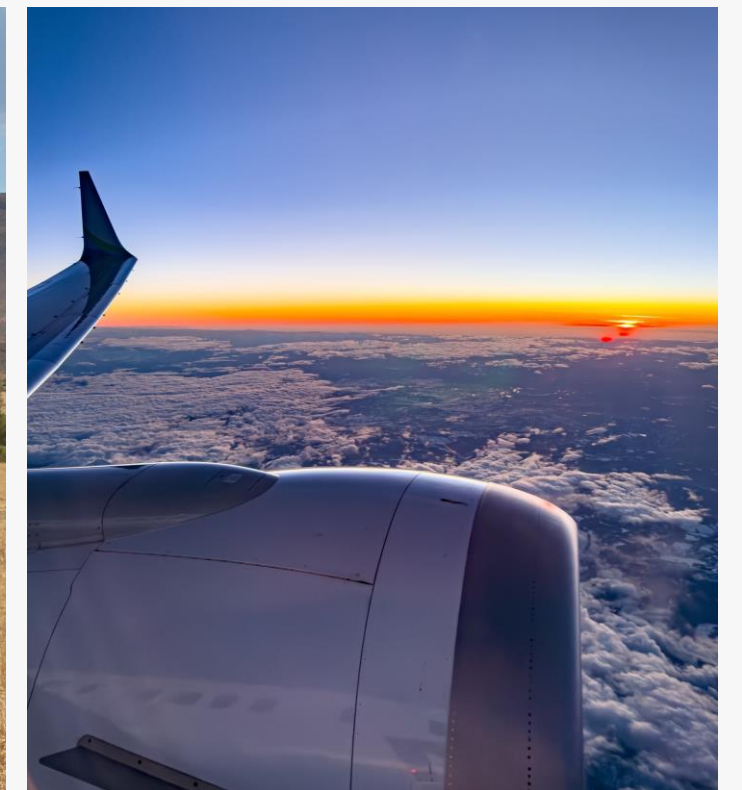
PROPOSAL

Move fees from statute to rule

Move fees from ORS 836, 837 to rule. Examples:

- Airport licensing (836.105)
- Aircraft registration (836.045)

Allow fees to be changed via rulemaking. ODAV to conduct rates and charges studies to ensure that fees are in-line with other states, and ensure that fees cover at least the cost of services.



ACCOUNTABILITY

All fee changes will go through rulemaking to ensure that those that are affected have an opportunity to be heard.

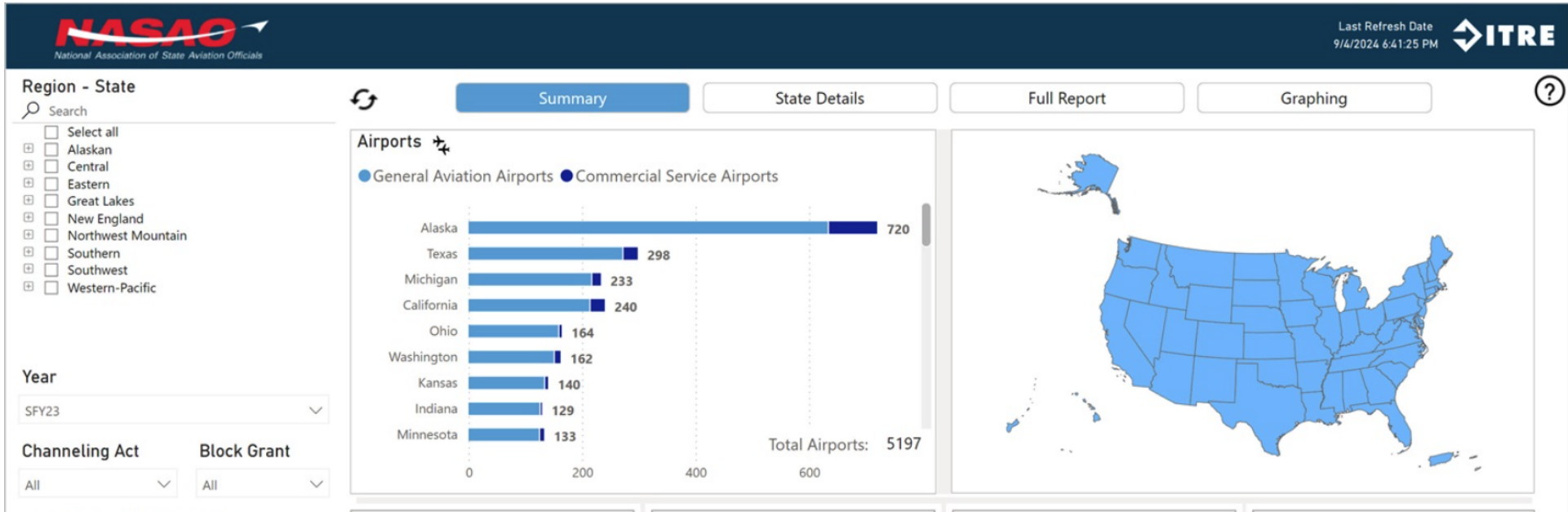
ODAV will work with the National Association of State Aviation Officials to obtain data to ensure that we are in line with other states.

Legislature has already permitted ODAV to set fees by rule for air navigation hazard analysis under 836.530(1)(e). Also 837.360(5)(a) public UAS registration.



Launch Databook

(example of Databook screen below)



THANK YOU

