

REVENUE: Revenue statement issued

FISCAL: Fiscal statement issued

Action:	Do Pass and Be Referred to the Committee on Ways and Means by prior reference
Vote:	9 - 0 - 1
Yeas:	Bailey, Bentz, Berger, Boone, Edwards D., Kahl, Schaufler, Weidner, Beyer
Nays:	0
Exc.:	Gilman
Prepared By:	Patrick Brennan, Administrator
Meeting Dates:	2/23

WHAT THE MEASURE DOES: Increases civil aircraft registration and renewal fees. Creates new registration category and fee for single-engine turboprop aircraft.

ISSUES DISCUSSED:

- Fees charged by neighboring states
- Need to assist small airports with addressing infrastructure needs
- Out-of-state aircraft registered in Oregon

EFFECT OF COMMITTEE AMENDMENT: No amendment.

BACKGROUND: ORS 837.040 requires every Oregon resident who owns an aircraft based in or flown in Oregon, and nonresidents who own aircraft based or flown in Oregon, and owners of aircraft used for commercial operations in Oregon to register the aircraft with the Oregon Department of Aviation. Registration and renewal require payment of annual fees. Fees raised from aircraft registration help the department provide airport improvements and maintenance at public use airports across Oregon and to provide aviation system planning and other activities. There are nine different aircraft classification fee schedules, ranging from \$30 for ultralight aircraft to \$187 for ex-military multiengine aircraft and ex-air carrier aircraft.

House Bill 2149 increases the registration fees for each of the existing nine categories, and also creates a tenth category of single engine fixed-wing turboprop. Current law combines all fixed-wing single engine aircraft into a single category, whether they utilize turboprop or piston engines; in comparison, there are currently separate fee schedules for piston and turboprop multiengine fixed wing aircraft. The fee increases range from a \$5/year increase for single engine fixed wing piston engine aircraft to \$188/year for fixed wing turbojet aircraft.