

**2009 Regular Legislative Session**  
**FISCAL ANALYSIS OF PROPOSED LEGISLATION**  
**Prepared by the Oregon Legislative Fiscal Office**

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**MEASURE NUMBER:** HB 2149

**STATUS:** Original

**SUBJECT:** Increases initial registration and renewal fees related to civil aircraft registration, creates aircraft classification and fee schedule for “single engine fixed wing, turboprop” and defines classification “single engine fixed wing, piston.”

**GOVERNMENT UNIT AFFECTED:** Department of Aviation

**PREPARED BY:** John Terpening

**REVIEWED BY:** Monica Brown

**DATE:** February 20, 2009

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<b>REVENUES:</b>	<u><b>2009-2011</b></u>	<u><b>2011-2013</b></u>
Aircraft Registration Fees – Other Funds	\$ 103,460	\$ 142,330

**EFFECTIVE DATE:** January 1, 2010

**GOVERNOR’S BUDGET:** This bill is anticipated by the Governor’s recommended budget.

**LOCAL GOVERNMENT MANDATE:** This bill does not affect local governments' service levels or shared revenues sufficient to trigger Section 15, Article XI of the Oregon Constitution.

**ANALYSIS:** This measure increases the aircraft registration fees for civil aircraft classifications. The measure categorizes the aircraft classification “single engine fixed, piston” and creates the aircraft classification and registration fee for “single engine fixed wing, turboprop.”

The Department of Aviation collects fees for the registration of aircraft based on the classification of the aircraft. Aircraft registrations are renewed annually and the fees collected are used to fund the operations of the Department of Aviation. This measure increases the registration fees for all aircraft classifications the Department registers. The following table provides the types of aircraft classifications, the estimated number of aircraft currently registered with the Department, the current and proposed registration fees, and the percentage increase in the proposed fee.

Aircraft Classification	Est No of Aircraft	Current Fee	Proposed Fee	% Increase
Single engine fixed wing, piston	3,211	\$50	\$55	10%
Single engine fixed wing, turboprop	58	\$50	\$200	300%
Multiengine fixed wing, piston	180	\$75	\$90	20%
Multiengine fixed wing, turboprop	200	\$100	\$200	100%
Turbojet fixed wing	118	\$162	\$350	116%
Helicopter piston engine	38	\$50	\$55	10%
Helicopter turbine engine	7	\$100	\$110	10%
Lighter than air, home built, etc	362	\$37	\$40	8%
Ultralight aircraft	10	\$25	\$30	20%
Ex-military multiengine or turbojet	10	\$187	\$200	7%

The measure categorizes the specific type of “single engine fixed wing” aircraft classification between both “piston” and “turboprop.” Formerly the aircraft classification was designated “single engine fixed wing” with a registration fee of \$50. The measure creates a new fee for the “single engine fixed wing, turboprop” aircraft classification with a registration fee of \$200. There is an estimated 30% increase in total aircraft registration revenue as a result of the measure.