

**REVENUE IMPACT OF  
PROPOSED LEGISLATION**  
79th Oregon Legislative Assembly  
2017 Regular Session  
Legislative Revenue Office

Bill Number: SB 27  
Revenue Area: Aviation  
Economist: Mazen Malik  
Date: 2/5/2017

*Only Impacts on Original or Engrossed  
Versions are Considered Official*

**Measure Description:**

Eliminates aircraft pilot state registration.

**Revenue Impact:** Revenue reduction due to eliminating pilot registration.

|                               | 17-19       | 19-21       | 21-23       |
|-------------------------------|-------------|-------------|-------------|
| <b>Pilot Registration Fee</b> | \$(141,203) | \$(157,499) | \$(163,575) |

**Impact Explanation:**

The measure will amend sections of ORS 835 and 837 to abolish Pilot Registration and the Pilot Registration Fee. Currently, Pilot Registration revenue provides funding for search and rescue activities. ORS 835.060 and 837.050 allows Aircraft Registration revenue to be used for search and rescue activities. During the 2015 Legislative Session, Aircraft Registration fees were increased and will lead to a forecasted \$202,257 in revenue each biennium.

It is estimated that in the 17-19 biennium Oregon Department of Aviation will receive \$161,375 of revenue from Pilot Registration Fees and \$157,499 in the 19-21 biennium. These estimates are based on revenue forecasts that take into consideration the declining population of pilots and the rates of \$24 paid the first year and \$48 for a renewal paid biennially. Abolishing this fee will leave an estimated \$20,172 of revenue that will be shifted to the Aircraft Registration appropriation, along with the ending balance in Search and Rescue, (forecasted to be \$27,108)

If Pilot Registration is abolished the department's costs will be reduced \$5,740 and \$6,557 in the 2019-21 biennium. Those cost reductions are not included in the above revenue numbers.

**Creates, Extends, or Expands Tax Expenditure:** Yes  No