

**FISCAL NOTE**  
**Requested by Legislative Council**  
**03/23/2015**

Amendment to: SB 2109

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2013-2015 Biennium		2015-2017 Biennium		2017-2019 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
<b>Revenues</b>				\$150,000		\$100,000
<b>Expenditures</b>						
<b>Appropriations</b>						

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2013-2015 Biennium	2015-2017 Biennium	2017-2019 Biennium
<b>Counties</b>			
<b>Cities</b>			
<b>School Districts</b>			
<b>Townships</b>			

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

The proposed measure will update aircraft registration fees. The language/fee structure for aircraft registrations has not been updated since 1987.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

Section 1 of the bill provides changes to aircraft registration fees for all aircraft operating in the state for more than thirty days.

Section 2 of the bill provides changes for the fee of the permanent registration of an aircraft that is at least sixty years old.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

- A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

The commission is estimating that the updated rate structure would provide an additional \$150,000 in special fund revenue during the 2015-2017 biennium. Additional one time revenue can be expected to be received in the initial implementation of the permanent registration. It is estimated that an additional \$100,000 in special fund revenue would be available in the 2017-2019 biennium. These estimates are provided by analyzing the number of aircraft within each weight category and multiplying that number by the new rate being proposed in each category.

- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

N/A

- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

The proposed bill does not affect appropriations for the 2015-2017 biennium, but the additional revenue will allow for additional special fund appropriation to become available for all future biennium's.

**Name:** Kyle Wanner

**Agency:** North Dakota Aeronautics Commission

**Telephone:** 701-328-9651

**Date Prepared:** 03/24/2015

**FISCAL NOTE**  
**Requested by Legislative Council**  
**01/09/2015**

Amendment to: SB 2109

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2013-2015 Biennium		2015-2017 Biennium		2017-2019 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
<b>Revenues</b>				\$170,000		\$140,000
<b>Expenditures</b>						
<b>Appropriations</b>						

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2013-2015 Biennium	2015-2017 Biennium	2017-2019 Biennium
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<b>School Districts</b>			
<b>Townships</b>			

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

The proposed measure will update aircraft registration fees. The language/fee structure for aircraft registrations has not been updated since 1987 and the proposed rates presented in this bill are very reasonable and competitive compared with the surrounding states.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

Section 1 of the bill provides changes to aircraft registration fees for all aircraft operating in the state for more than thirty days.

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- A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

The commission is estimating that the updated rate structure would provide an additional \$170,000 in special fund revenue during the 2015-2017 biennium. This estimate is provided by analyzing the number of aircraft within each weight category and multiplying that number by the new rate being proposed in each category.

The commission currently has 25 aircraft registered as antiques and estimates that an additional 225 aircraft would be immediately qualified to apply for an antique registration under the proposed legislation. Additional one time revenue can be expected to be received in the initial implementation as the older aircraft become registered permanently.

- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

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- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

The proposed bill does not affect appropriations for the 2015-2017 biennium, but the additional revenue will allow for additional special fund appropriation to become available for all future biennium's.

**Name:** Kyle Wanner

**Agency:** North Dakota Aeronautics Commission

**Telephone:** 701-328-9651

**Date Prepared:** 01/06/2015

**FISCAL NOTE**  
**Requested by Legislative Council**  
**12/22/2014**

Bill/Resolution No.: SB 2109

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2013-2015 Biennium		2015-2017 Biennium		2017-2019 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$170,000		\$140,000
Expenditures						
Appropriations						

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2013-2015 Biennium	2015-2017 Biennium	2017-2019 Biennium
Counties			
Cities			
School Districts			
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The proposed measure will update aircraft registration fees. The language/fee structure for aircraft registrations has not been updated since 1987 and the proposed rates presented in this bill are very reasonable and competitive compared with the surrounding states.

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The commission currently has 25 aircraft registered as antiques and estimates that an additional 225 aircraft would be immediately qualified to apply for an antique registration under the proposed legislation. Additional one time revenue can be expected to be received in the initial implementation as the older aircraft become registered permanently.

- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

N/A

- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

The proposed bill does not affect appropriations for the 2015-2017 biennium, but the additional revenue will allow for additional special fund appropriation to become available for all future biennium's.

**Name:** Kyle Wanner

**Agency:** North Dakota Aeronautics Commission

**Telephone:** 701-328-9651

**Date Prepared:** 01/06/2015

**2015 SENATE TRANSPORTATION**

**SB 2109**

# 2015 SENATE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Lewis and Clark Room, State Capitol

SB 2109  
01/08/2015  
Recording job number 21769

Subcommittee

Conference Committee

Committee Clerk Signature

*Doris E Pérez*

## **Explanation or reason for introduction of bill/resolution:**

To amend and reenact sections 2-05-11 and 2-05-11.3 of the North Dakota Century Code, relating to aircraft registration; to repeal sections 2-05-11.1 and 2-05-11.2 of the North Dakota Century Code, relating to the registration of older aircraft and related definitions.

## **Minutes:**

Attachments: 3

**Chairman Oehlke** opened the hearing, all committee members were present. Handed out a letter from Bryan Budds, Great Lakes Regional Manager, AOPA, opposing this bill. See attachment # 1.

**Kyle C Wanner**, Director ND Aeronautics Commission, explained intent of the bill: to provide an update to the aircraft registration fees thus generating an increase to the general fund (to help accommodate the growing infrastructure needs of the airports) and to add one full time employee to the aeronautics commission. (Attachment #2) Submitted proposed amendment, regarding transfer of aircraft ownership (Attachment #3) (7:20) new owner would not have to pay the registration fee; it would be a one-time payment. Discussed with **Senator Rust** and **Senator Campbell** the proposed schedule of registration fees. (Attachment # 2-4) Fee is based on the year the aircraft was purchased.

**Chairman Oehlke**: regarding the Consumer Price Index, we are not used to that, would be able to come back to the legislature for a rate change?

**Kyle C Wanner**: Yes, this was just an option the commission wanted to present to the legislature (18:54)

**Chairman Oehlke** closed the hearing.

**Vice Chairman Casper** moved to amend to add 2-05-11.3 regarding ownership transfer.

**Senator Sinner** seconded Roll call vote was taken: **Yes 6** No 0 Absent 0

**Motion passed.**

**Chairman Oehlke** proposed amendment to take the CPI (Consumer Price Index) out of the bill. After the intern prepares this amendment the committee will vote on it. Meeting adjourned.

# 2015 SENATE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Lewis and Clark Room, State Capitol

**SB 2109**

1/9/2015

Recording job number: 21785

Subcommittee

Conference Committee

Committee Clerk Signature

*Doris E Perez*

## **Explanation or reason for introduction of bill/resolution:**

To amend and reenact sections 2-05-11 and 2-05-11.3 of the North Dakota Century Code, relating to aircraft registration. To repeal sections 2-05-11.1 and 2-05-11.2 of the North Dakota Century Code, relating to the registration of older aircraft and related definitions.

## **Minutes:**

Attachment: 1

**Chairman Oehlke** opened the discussion on SB 2109. All committee members were present. He introduced new proposed amendment 15.8035.01001 (attachment#1) which consolidates amendment 2-05-11.3 and the pending amendment to take out the Consumer Price Index (CPI) out of the bill. We need to rescind yesterday's amendment.

**Vice Chairman Casper** and **Senator Sinner** agreed to rescind the motion and the second respectively. Voice vote taken to rescind motion, all senators were in favor. Motion was rescinded.

**Vice Chairman Casper** moved to adopt amendment 15.8035.01001.

**Senator Sinner** seconded

**Chairman Oehlke:** on page 2 line 19 section 2 was taken out, renumbers subsequent subsections; on page 3 line 13 crossed out the effective date. We took the consumer price index automatic increase out. We are allowing them to request fee increases, they have to come back and request the increases at the legislature. The last line is the registration and registration fee transfer to the new owner.

**Bruce Burkett,** North Dakota Peace Officers Association it is important to fund our airports correctly. (4:13-5:53)

Roll call vote was taken on the amendment: Yes 6 No 0 Absent 0  
Amendment passed

**Vice Chairman Casper moved do pass as amended** **Senator Sinner seconded.**

Roll call vote was taken: Yes 6 No 0 Absent 0

**Carrier: Chairman Oehlke**

January 8, 2015

1  
TD  
1/8/15

PROPOSED AMENDMENTS TO SENATE BILL NO. 2109

Page 2, line 19, remove "Effective January first of each year, beginning January 1, 2016, the commission may"

Page 2, remove lines 20 through 22

Page 2, line 23, remove "3."

Page 2, line 25, replace "4." with "3."

Page 2, line 28, replace "5." with "4."

Page 3, line 1, replace "6." with "5."

Page 3, line 13, remove "Effective January first of each year, beginning January 1, 2016, the"

Page 3, remove lines 14 through 16

Page 3, line 17, remove "bureau of labor statistics."

Page 3, after line 19, insert:

3. A permanent registration is transferable to a subsequent owner.

Renumber accordingly



**2015 SENATE STANDING COMMITTEE  
ROLL CALL VOTES  
BILL NO. 2109**

Senate TRANSPORTATION Committee

Subcommittee

Amendment LC# or Description: 2-05-11.3

Recommendation:  Adopt Amendment  
 Do Pass     Do Not Pass     Without Committee Recommendation  
 As Amended     Rerefer to Appropriations  
 Place on Consent Calendar  
Other Actions:     Reconsider     Rescind amendment

Motion Made By Vice Chairman Casper    Seconded By Senator Sinner

Senators	Yes	No	Senators	Yes	No
Chairman Oehlke			Senator Axness		
Vice Chairman Casper			Senator Sinner		
Senator Campbell					
Senator Rust					
Voice vote: all in favor					

Total (Yes) 6    No 0

Absent 0

Floor Assignment \_\_\_\_\_

If the vote is on an amendment, briefly indicate intent:  
Permanent registration transfer to new owner



**2015 SENATE STANDING COMMITTEE  
ROLL CALL VOTES  
BILL NO. 2109**

Senate TRANSPORTATION Committee

Subcommittee

Amendment LC# or Description: 15.8035.010001

Recommendation:  Adopt Amendment  
 Do Pass     Do Not Pass     Without Committee Recommendation  
 As Amended     Rerefer to Appropriations  
 Place on Consent Calendar  
Other Actions:  Reconsider     \_\_\_\_\_

Motion Made By Vice Chairman Casper    Seconded By Senator Sinner

Senators	Yes	No	Senators	Yes	No
Chairman Oehlke	x		Senator Axness	x	
Vice Chairman Casper	x		Senator Sinner	x	
Senator Campbell	x				
Senator Rust	x				

Total (Yes) 6    No 0

Absent 0

Floor Assignment Chairman Oehlke

If the vote is on an amendment, briefly indicate intent:  
 Permanent registration transfer to new owner  
 Remove Consumer Price Index from bill, fee increases not automatic

**REPORT OF STANDING COMMITTEE**

**SB 2109: Transportation Committee (Sen. Oehlke, Chairman)** recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2109 was placed on the Sixth order on the calendar.

Page 2, line 19, remove "Effective January first of each year, beginning January 1, 2016, the commission may"

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Page 3, after line 19, insert:

"3. A permanent registration is transferable to a subsequent owner."

Re-number accordingly

**2015 HOUSE TRANSPORTATION**

**SB 2109**

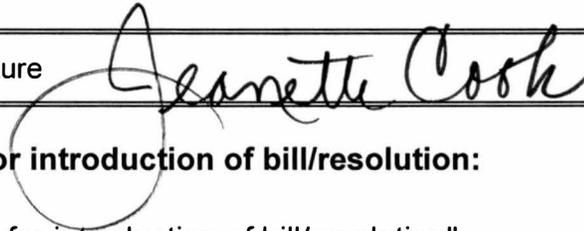
# 2015 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee  
Fort Totten Room, State Capitol

SB 2109  
3/5/2015  
#24384

Subcommittee  
Conference Committee

Committee Clerk Signature



## Explanation or reason for introduction of bill/resolution:

"Click here to type reason for introduction of bill/resolution"

## Minutes:

Attachment #1

**Chairman Dan Ruby** opened the hearing on SB 2109.

**Kyle C. Wanner, Executive Director, North Dakota Aeronautics Commission,** introduced SB 2019. He provided written testimony to support the bill. See attachment #1.

5:30

**Representative Robin Weisz:** This triples my fees and reduces other fees by 20-30%. I don't understand the logic of that. You need more money, but yet you are reducing the fees on the heavier aircraft.

**Kyle Wanner:** As stated in the testimony, we have only eight aircraft that are over the 20,000 pound weight, which is an increase based upon the age. What aircraft are you flying and what is the weight?

**Representative Robin Weisz:** My current fee would be \$22.50. Under this law it will go to \$50. The 4,000 - 5,000 pound will have a 20% decrease, initially, depending on the age.

**Kyle Wanner:** What is the weight of your aircraft?

**Representative Robin Weisz:** 1,000 -2,000 pounds.

**Kyle Wanner:** I understand, but if you look at the inflationary effect of 28 years, \$50 is the exact same buying power you would have had in 1987 for \$23. It is difficult to recoup buying power from 1987.

**Representative Robin Weisz:** I understand that, but why are you reducing the base fees on the heavier classes? All the other classes have reductions in the base.

**Kyle Wanner:** We eliminated the heavier aircraft because we just don't have the aircraft in the state.

**Representative Robin Weisz:** No, you didn't. They are not eliminated. On every class above 2,500 pounds there is a decrease in the base and the age limitation is taken away.

**Kyle Wanner:** If you look at Page 2 of the bill, there is language that has been stricken. It says, "The fees must be reduced 10% each year after the initial registration." So, there would no longer be a base.

**Representative Robin Weisz:** What I am asking about is the difference between the current and what the new is going to be. The smaller weights will have a much larger increase percentage wise of what they are paying today, than the higher weights will under this proposal. I understand that the 10% is going away for everyone. These will just be the new rates. Why are the percentages so much higher for the lower weights, and why aren't they consistent?

**Kyle Wanner:** It was just a decision made by the commission to change the fees to this structure. The bulk dollar wise is on the larger aircraft. They also pay more sales tax and fuel tax.

**Representative Lois Delmore:** Can you tell me why you took out the age of the aircraft?

**Kyle Wanner:** It is a simplification, and we looked at what other states do. It greater benefits our ability to forecast what the revenue is going to be.

**Representative Lois Delmore:** It may be easier to for to figure and budget, but there are a lot of constituents that I am hearing from that aren't happy with your plan, and they don't think it is fair. We usually try to have a compromise that is more equable to people.

**Representative Gary Paur:** How much is the increase in the 5000 - 6000 pound aircraft in the bill.

**Kyle Wanner:** It is \$150 to \$125. It is not an increase.

**Representative Gary Paur:** Why isn't it an increase?

**Kyle Wanner:** Because if it was an increase, it would be a further increase on newer aircraft than older aircraft.

**Vice Chairman Lisa Meier:** On Page 2, Line 24, currently is there nothing assessed to the aviation school?

**Kyle Wanner:** Currently, there is. We have been providing a reasonable fee.

**Vice Chairman Lisa Meier:** What is the fee that is currently charged?

**Kyle Wanner:** It has been \$3.00 to state institutions, but I don't think that is correct. I feel that language needs to be added to code to make it a fee, rather than just say "reasonable".

**Vice Chairman Lisa Meier:** Are you planning on increasing the fee?

**Kyle Wanner:** Yes, we are. That is being discussed.

**Representative Marvin Nelson:** Is the drone an aircraft?

**Kyle Wanner:** The drone is an aircraft, but currently does not pay a registration fee. There are a lot of unknowns with unmanned aircraft. The FDA currently charges \$5.00 to get the end number, but it has not been discussed on the state level. The definition of aircraft has not been expanded to include unmanned aircraft on a state level. But, on a federal level they do consider them aircraft. I would not see this bill affecting unmanned aircraft.

**Representative Marvin Nelson:** How do airlines register their planes?

**Kyle Wanner:** Airline companies may register their companies within the state that they are based. We have none based in North Dakota.

**Chairman Dan Ruby:** You estimate \$80,000 per year in increased revenue. The fiscal note says \$170,000 per biennium. Where does the extra \$10,000 come from?

**Kyle Wanner:** It may have been an update that I made since the fiscal note was made.

**Chairman Dan Ruby:** On page 3 Line 12, why are you allowing that registration to be transferrable?

**Kyle Wanner:** I am just aware that other states have set it up that way, and it made sense. If it is an antique aircraft, it is paid one time, and if the plane is sold it goes with the plane.

**Chairman Dan Ruby:** What is being repealed in Section 3?

**Kyle Wanner:** Those sections are in regard to the current language in place for the permanent registration, like Classic War Birds, etc. Those planes are 60 years and older.

There was no further testimony to support SB 2109.  
There was no testimony in opposition to SB 2019.

The hearing was closed on SB 2109.

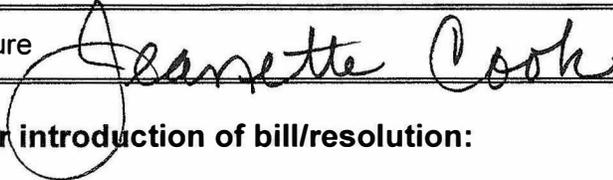
# 2015 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee  
Fort Totten Room, State Capitol

SB 2109  
3/19/2015  
#25118

Subcommittee  
Conference Committee

Committee Clerk Signature



## Explanation or reason for introduction of bill/resolution:

A bill relating to aircraft registration; and relating to the registration of older aircraft and related definitions.

## Minutes:

**Chairman Dan Ruby** brought SB 2109 before the committee.

**Representative Robin Weisz:** **Representative Gary Paur** and I have worked on some amendments for the fee schedule. They better reflect equality. I am still waiting for some information back, but they (aeronautics commission) did get a \$500,000 increase of General Fund Money in the budget and an FTE. They are also getting a reduction in the money that will go out to the airports from the federal government, so I am wondering why they need more people to do less projects. I have been working with appropriations on the bill. I think that this is a \$170,000 increase in the fee structure. The fee structure may need to be increased some, anyway, even though they are getting money from the General Fund. Representative Gary Paur worked on changing the schedule, and it still would be an increase in fees overall, but I think that it looks a lot better. We made two fee schedules. Instead of the current system that drops 10% every year up to 50%, we just made one fee for 0-10 years and 10 years and older is ½ the fee. That is typical in many other states. Almost all states have a reduction by age 10. We did one that was not age dependent, but all other states are age dependent, and our motor vehicle is age dependent. I can understand that they don't like the 10% every year. It is confusing and an extra hassle.

**Vice Chairman Lisa Meier:** What about the planes with heavier weights?

**Representative Robin Weisz:** We put 40,000 pounds and over all in one class. They will pay more not less than the lighter planes.

**Chairman Dan Ruby:** Was there some other brackets that you condensed?

**Representative Robin Weisz:** We did not condense the brackets, we just cleaned them up.

**Rep. Mark Owens:** Do you think that was one of the reasons that they wanted to lower the upper weights, so that they will get the airlines to register in North Dakota?

**Representative Lois Delmore:** When I talked to him that was his intent. He did say they want to attract them.

**Representative Robin Weisz:** They(airlines) would have to have a base of operations here. If their base is in Atlanta, they have to register there. Some states have huge registration fees. There would already be lots of incentive for Delta, for example, to show up in North Dakota with our low registration fees.

**Representative Robin Weisz:** I think we should at least clean up the schedule by getting rid of the 10%. The issue would be if we want to increase fees overall. We should have some amendments and suggestions tomorrow.

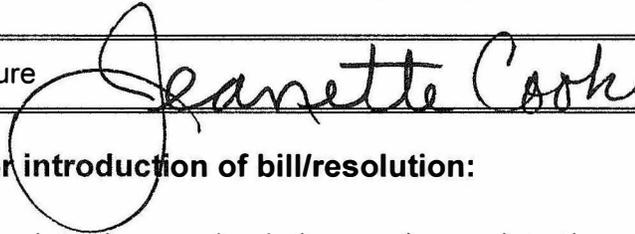
# 2015 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee  
Fort Totten Room, State Capitol

SB 2109  
3/20/2015  
#25210

Subcommittee  
Conference Committee

Committee Clerk Signature



## Explanation or reason for introduction of bill/resolution:

A bill relating to aircraft registration; and relating to the registration of older aircraft and related definitions.

## Minutes:

Attachments #1-2

**Chairman Dan Ruby** Brought SB 2109 back before the committee.

**Representative Robin Weisz:** Appropriations did give them (Aeronautics Commission) \$500,000 and allocated \$167,000 for a FTE. That is currently in the budget. They are receiving \$2,000,000 less in federal funding. The amendments increase the ten year old planes roughly 50%. We changed to three brackets. There may not be any aircraft registered now in North Dakota that are over 40,000 pounds. This simplifies the schedule. They have never received General Fund dollars before; they have been funded strictly by federal funds and registration fees. Amendments were provided. See attachment #1.

**Chairman Dan Ruby:** The original fiscal note was \$170,000 for the biennium, now this will about cut that in half?

**Representative Robin Weisz:** I'm guessing that it will generate about half of that income. (\$70,000 to \$80,000) The original bill lowered registration for the big planes, but it was a 120% increase for the general aviation, which doesn't make any money on their planes. These changes do address the concerns of the AOPA.

**Chairman Dan Ruby** provided a letter from Aircraft Owners and Pilots Association (AOPA) to be entered into testimony. See attachment #2.

**Representative Robin Weisz:** The people that I talked to in appropriations weren't aware of this bill.

**Chairman Dan Ruby:** Do you think they will adjust the appropriations when they see this bill?

**Representative Robin Weisz:** I would probably say no. The original request from the Aviation Commission was for \$20,000,000. Since they only received \$500,000, I'm guessing that they won't take any more out of that.

**Chairman Dan Ruby:** I would rather that we had this fee increase from the people that are using it, rather than the money coming out of General Fund dollars, and the rest of us paying it.

**Vice Chairman Lisa Meier:** I also have in my notes that they are raising the registration fee for the Aviation School from \$3 to \$10.

**Representative Robin Weisz:** The amendment doesn't change that, and we don't change the fee for the antique planes.

**Rep. Mark Owens moved the amendment for SB 2109.**  
**Representative Lois Delmore seconded the amendment.**

**A voice vote was taken. The motion carried.**

**Rep. Mark Owens moved a DO PASS as amended on SB 2109.**  
**Vice Chairman Lisa Meier seconded the motion.**

**A roll call vote was taken: Aye 12 Nay 0 Absent 2**  
**The motion carried.**

**Representative Gary Paur will carry SB 2109.**

March 20, 2015

*JAD*  
*3-20-15*

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2109

Page 1, line 16, replace "20.00" with "40.00"

Page 1, line 17, overstrike "30.00" and insert immediately thereafter "50.00"

Page 1, line 18, replace "40.00" with "60.00"

Page 1, line 19, replace "50.00" with "70.00"

Page 1, line 20, overstrike "60.00" and insert immediately thereafter "80.00"

Page 1, line 21, replace "70.00" with "90.00"

Page 1, line 22, replace "80.00" with "100.00"

Page 1, line 23, replace "90.00" with "125.00"

Page 1, line 24, replace "100.00" with "150.00"

Page 2, line 1, replace "125.00" with "175.00"

Page 2, line 2, replace "150.00" with "200.00"

Page 2, line 3, replace "175.00" with "250.00"

Page 2, line 4, replace "200.00" with "300.00"

Page 2, line 5, replace "250.00" with "400.00"

Page 2, line 6, overstrike "300.00" and insert immediately thereafter "500.00"

Page 2, line 7, replace "400.00" with "1,000.00"

Page 2, line 8, remove the overstrike over "~~20,001 to 30,000~~"

Page 2, line 8, after "~~600.00~~" insert "2,000.00"

Page 2, line 9, remove the overstrike over "~~30,001 to 40,000~~"

Page 2, line 9, after "~~900.00~~" insert "3,000.00"

Page 2, line 13, remove "Over 20,000"

Page 2, line 13, remove "500.00"

Page 2, after line 13, insert "Over 40,000 5,000.00"

Page 2, line 18, after the overstruck period insert "The fees must be reduced by fifty percent after the tenth year of the manufacture of the aircraft, which is the fee each year thereafter."

Renumber accordingly

**2015 HOUSE STANDING COMMITTEE  
 ROLL CALL VOTES  
 BILL/RESOLUTION NO. SB 2109**

House Transportation Committee

Subcommittee

Amendment LC# or Description: 15.8035.02001

Recommendation:  Adopt Amendment  
 Do Pass     Do Not Pass     Without Committee Recommendation  
 As Amended     Rerefer to Appropriations  
 Place on Consent Calendar  
 Other Actions:  Reconsider     \_\_\_\_\_

Motion Made By Rep. Mark Owens    Seconded By Representative Lois Delmore

Representatives	Yes	No	Representatives	Yes	No
Chairman Ruby			Rep. Delmore		
Vice Chairman Meier			Rep. Hanson		
Rep. Rick Becker			Rep. Nelson		
Rep. Frantzvog					
Rep. Hawken					
Rep. Olson					
Rep. Owens					
Rep. Paur			<b>VOICE VOTE</b>		
Rep. Schatz			<b>MOTION CARRIED</b>		
Rep. Sukut					
Rep. Weisz					

Total (Yes) \_\_\_\_\_ No \_\_\_\_\_

Absent \_\_\_\_\_

Floor Assignment \_\_\_\_\_

If the vote is on an amendment, briefly indicate intent:

**2015 HOUSE STANDING COMMITTEE  
 ROLL CALL VOTES  
 BILL/RESOLUTION NO. SB 2109**

House Transportation Committee

Subcommittee

Amendment LC# or Description: 15.8035.02001

Recommendation:  Adopt Amendment  
 Do Pass     Do Not Pass     Without Committee Recommendation  
 As Amended     Rerefer to Appropriations  
 Place on Consent Calendar

Other Actions:  Reconsider     \_\_\_\_\_

Motion Made By Rep. Mark Owens    Seconded By Vice Chairman Lisa Meier

Representatives	Yes	No	Representatives	Yes	No
Chairman Ruby	X		Rep. Delmore	X	
Vice Chairman Meier	X		Rep. Hanson	X	
Rep. Rick Becker	X		Rep. Nelson	X	
Rep. Frantzvog	A				
Rep. Hawken	A				
Rep. Olson	X				
Rep. Owens	X				
Rep. Paur	X				
Rep. Schatz	X				
Rep. Sukut	X				
Rep. Weisz	X				

Total    (Yes) 12    No 0

Absent 2

Floor Assignment Representative Gary Paur

If the vote is on an amendment, briefly indicate intent:

**REPORT OF STANDING COMMITTEE**

**SB 2109, as engrossed: Transportation Committee (Rep. Ruby, Chairman)** recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (12 YEAS, 0 NAYS, 2 ABSENT AND NOT VOTING). Engrossed SB 2109 was placed on the Sixth order on the calendar.

Page 1, line 16, replace "20.00" with "40.00"

Page 1, line 17, overstrike "30.00" and insert immediately thereafter "50.00"

Page 1, line 18, replace "40.00" with "60.00"

Page 1, line 19, replace "50.00" with "70.00"

Page 1, line 20, overstrike "60.00" and insert immediately thereafter "80.00"

Page 1, line 21, replace "70.00" with "90.00"

Page 1, line 22, replace "80.00" with "100.00"

Page 1, line 23, replace "90.00" with "125.00"

Page 1, line 24, replace "100.00" with "150.00"

Page 2, line 1, replace "125.00" with "175.00"

Page 2, line 2, replace "150.00" with "200.00"

Page 2, line 3, replace "175.00" with "250.00"

Page 2, line 4, replace "200.00" with "300.00"

Page 2, line 5, replace "250.00" with "400.00"

Page 2, line 6, overstrike "300.00" and insert immediately thereafter "500.00"

Page 2, line 7, replace "400.00" with "1,000.00"

Page 2, line 8, remove the overstrike over "~~20,001 to 30,000~~"

Page 2, line 8, after "~~600.00~~" insert "2,000.00"

Page 2, line 9, remove the overstrike over "~~30,001 to 40,000~~"

Page 2, line 9, after "~~900.00~~" insert "3,000.00"

Page 2, line 13, remove "Over 20,000"

Page 2, line 13, remove "500.00"

Page 2, after line 13, insert "Over 40,000      5,000.00"

Page 2, line 18, after the overstruck period insert "The fees must be reduced by fifty percent after the tenth year of the manufacture of the aircraft, which is the fee each year thereafter."

Re-number accordingly

**2015 CONFERENCE COMMITTEE**

**SB 2109**

# 2015 SENATE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Lewis and Clark Room, State Capitol

SB 2109

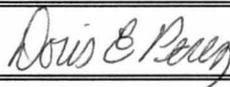
4/2/2015

Recording job number 25775

Subcommittee

Conference Committee

Committee Clerk Signature



## **Explanation or reason for introduction of bill/resolution:**

A BILL for an Act to amend and reenact sections 2-05-11 and 2-05-11.3 of the North Dakota Century Code, relating to aircraft registration; and to repeal sections 2-05-11.1 and 2-05-11.2 of the North Dakota Century Code, relating to the registration of older aircraft and related definitions.

## **Minutes:**

Attachments: 2

**Chairman Casper** opened the conference committee on SB 2109, all Representatives and all Senators were present.

**Chairman Casper:** I think the House amended this bill requested so taxes would be more burdensome on the newer planes and the heavier planes.

**Rep. Weisz:** the bill dramatically increased general aviation aircraft fees over double, and only small increases on the large category airplanes. We thought that was inherently unfair because the smaller aircraft, the noncommercial for example, why should they bear the brunt of any increases. We agreed with the Aeronautics Commission on the current system of 10%/yr. over 5 years is cumbersome. Almost all states around us offer a break after so many years and generally cut it in half. We decided to standardize the categories, in the fiscal note there is very little difference in the overall revenue raised. We thought it was fairly similar thru the categories as far as percentage increase.

**Chairman Casper:** some of them we actually reduced and then we got rid of the decrease. The House raised all of them and after 10 yrs. reduced it by fifty percent.

**Rep. Weisz** that is what had happened in five years.

Committee members reviewed the fees in the bill.

**Rep. Weisz** reiterated the House gave the Aeronautics Commission what they wanted, simplified fees, fee consistency in all brackets, 50% increase for all.

**Kyle C Wanner,** Director ND Aeronautics Commission, distributed handout #1 which explained the rationale , four tables: current number of aircraft in ND; current registration

fees; registration fees adjusted for inflation 2015; updated registration fees proposed by the commission 2016. Page 1.2 of the handout showed the registration fees proposed by the House by weight and age of aircraft and registration fees proposed by the Aeronautics Commission. The Commission did not factor in the age of the aircraft. **Rep Weisz** disagreed, since in cars age is always a factor. (6:24 - 11:07) Handout #2, Passenger Fee Schedule 1/1/15-12/31/15

**Senator Campbell** when we had the bill we focused on different things, the new employee added and how revenue would help the airports.

**Rep. Weisz** the AOPA (Aircraft Owners and Pilots Association) adamantly opposed the current fee structure proposed by the Aeronautics Commission for the reasons I gave. If the fees or schedules have to be changed we don't see a problem with that. I agree 10% /yr. is somewhat cumbersome and complicated

**Kyle C Wanner**: an increase over the inflationary increase, the National Business Aviation Association (NBAA) group would be against this, taxes would be higher on larger aircraft. If you want to please one national group you will fight against another. The Aviation Council, which represents all the aviation groups in ND, did not oppose our proposal.

**Rep Olson** would it be acceptable if we were to use your adjusted for inflation chart? Once we get into the 3,000lbs plus range that is where we start seeing significant discount. What if we were to normalize that a little more across the board or bring everybody up to the same level, table 3 would normalize the increase for everybody and result in higher revenue.

**Kyle C Wanner** that can be discussed, there is no decrease for the bigger aircraft.

**Chairman Casper** concluded that at this time there is not agreement, the committee will take time to study the possible options and reconvene at a later time. Meeting adjourned.

# 2015 SENATE STANDING COMMITTEE MINUTES

Transportation Committee  
Lewis and Clark Room, State Capitol

SB 2109

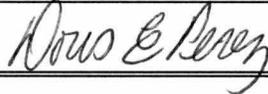
4/7/2015

Recording job number 25871

Subcommittee

Conference Committee

Committee Clerk Signature



## Explanation or reason for introduction of bill/resolution:

Relating to aircraft registration and relating to the registration of older aircraft and related definitions.

## Minutes:

Attachments: 2

**Chairman Casper** called the conference committee to order. All committee members were present. He handed out copies of Registration Fees Proposed by the House with annotations by **Rep. Weisz** (attachment #1) and **Senator Casper's** New Proposal (attachment #2)

**Rep. Weisz:** Explained attachment #1, which closely follows what number 3 on attachment #1 of 4/02/15 proposed; what the inflation rate would have done to the current fees. Explained the numbers on tables titled: Registration Fees Proposed by House. There are some variances trying to keep numbers even. You see the 2000 to 25000 will be slightly less than inflation. In the spirit of compromise that was what I was looking at doing, increasing the rates at the lower end and decreasing them on the higher end. My guess is it would actually have increased revenue for the Aeronautics Commission. It cuts the over 40K lbs. in half of what was currently in the House version.

**Chairman Casper:** My New Proposal (attachment #2) is more in alignment with what the original bill was, not having to take out the old vs new. I looked at the inflation numbers I got from Rep. Olson. Walked the committee thru the table

Committee members discussed differences between both attachments and the Aeronautics Commission's request.

**Rep. Weisz,** reiterated that the basic disagreement has not been resolved. The larger aircraft pay less than the smaller. Commercial aircraft are getting lower rates in spite of using more the airports and facilities.

**Chairman Casper:** justification was to incentivize the newer larger aircraft to register in ND.

**Rep. Weisz:** if they are based in ND they have to register in ND by law.

**Chairman Casper:** why don't we leave it the way it is now?

**Rep. Weisz:** I am fine with the current fee structure. If we need the increase let's do it by the same percentage. Fees should be fair across the board.

**Chairman Casper** and **Rep. Weisz** continued comparing numbers and disagreeing on the same key issues.

**Rep Olson** suggested a straight across the board adjustment for inflation; they reviewed again attachments #1 and #2

**Senator Campbell moved to accede to the House amendments.**

**Senator Axness seconded the motion.**

**Kyle Wanner**, Director, ND Aeronautics Commission, one solution may also be to take the same structure that was in place , on the second page the line that was stricken out originally where the fee was reduced 10% per year. If that is essentially returned to the original way, the fees were adjusted for some inflationary increase; we would have the same structure that was in place but with some increase.

**Chairman Casper:** bring it back the next time.

**Kyle Wanner:** the fees have not increased for 28 years; by then the fees will be larger.

No additional discussion

**Senator Axness** it sounds that no bill is better than no compromise

**Rep. Nelson:** Will this bill fail because of the House amendments? Fees will need to be increased at some point; something will need to be done.

**Chairman Casper:** Yes it will fail; issues of disparity of fees and the 10 year break still remain unsolved.

**Roll call vote was taken: Yes: 5 No: 1 Absent: 0**

**Senate Carrier: Senator Casper House Carrier: Rep. Weisz**

**2015 SENATE CONFERENCE COMMITTEE  
ROLL CALL VOTES**

BILL NO. 2109 as (re) engrossed

**Senate Transportation Committee**

- Action Taken**     **SENATE accede to House Amendments**  
 **SENATE accede to House Amendments and further amend**  
 **HOUSE recede from House amendments**  
 **HOUSE recede from House amendments and amend as follows**
- Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: Senator Campbell                      Seconded by: Senator Axness

Senators	4/2/15		4/7/15		Yes	No	Representatives	4/2/15		4/7/15		Yes	No
Sen. Casper	√		√		X		Rep. Weisz	√		√		X	
Sen. Campbell	√		√		X		Rep. Olson	√		√			X
Sen. Axness	√		√		X		Rep. Nelson, Marvin	√		√		X	
<b>Total Senate Vote</b>					<b>3</b>		<b>Total Rep. Vote</b>					<b>2</b>	<b>1</b>

Vote Count            Yes:     5                          No:     1                          Absent:     0    

Senate Carrier Senator Casper                      House Carrier Representative Weisz

LC Number \_\_\_\_\_ of amendment

LC Number \_\_\_\_\_ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

**REPORT OF CONFERENCE COMMITTEE**

**SB 2109, as engrossed:** Your conference committee (Sens. Casper, Campbell, Axness and Reps. Weisz, Olson, M. Nelson) recommends that the **SENATE ACCEDE** to the House amendments as printed on SJ pages 939-940 and place SB 2109 on the Seventh order.

Engrossed SB 2109 was placed on the Seventh order of business on the calendar.

**2015 TESTIMONY**

**SB 2109**



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

421 Aviation Way • Frederick, MD 21701-4798  
Telephone (301) 695-2000 • FAX (301) 695-2375  
www.aopa.org

SB-2109

#1

1/08/15

January 5, 2015

The Honorable Dave Oehlke  
Chairman, Transportation Committee  
North Dakota Senate  
125 Woodlea Drive  
Devils Lake, ND 58301-8545

RE: Aircraft Registration Fee Modification Contained in Senate Bill 2109

Dear Chairman Oehlke:

The Aircraft Owners and Pilots Association (AOPA), a not-for-profit membership organization, is the world's largest aviation organization, representing the interests of general aviation aircraft owners and operators – including more than 2,500 in North Dakota. We write to express our concern over several provisions contained in Senate Bill 2109.

As you may know, all aircraft based in North Dakota are required to be registered with the North Dakota Aeronautics Commission. The revenue collected from these annual fees, which currently range from \$8 to \$3,000 depending on the weight and age of an aircraft, are used to support airport infrastructure maintenance and improvement across the State. Currently, the fees assessed on each aircraft decrease by 10% each year until the fee is 50% of the aircraft's original registration fee six years after the aircraft's manufacture date. Beyond the sixth year, the fee remains at the 50% rate as long as the aircraft remains owned by the same North Dakota resident or business entity.

Senate Bill 2109 modifies the current aircraft registration fee system in several ways. First, the six year registration fee reduction would be eliminated thereby decreasing the initial registration fee for most owners, but increasing each subsequent year's registration fee by as much as 50%. Second, the bill would allow the Aeronautics Commission to raise the registration fees by a rate equal to the percent change to the Consumer Price Index (CPI) without legislative action or public involvement.

We believe aircraft registration fees should only be modified in accordance with a specific state need and not arbitrarily based on CPI. No other transportation asset in North Dakota – including watercraft or automobiles – pay a registration fee that increases based on CPI and no other State aviation agency in the country assesses registration fees indexed to the CPI.

**With the current significant increase in aviation activity in North Dakota and the resulting pressure on its airports, AOPA recognizes the Aeronautics Commission's need for additional staff to serve the needs of the aviation community and that additional revenues may be necessary to meet this need. However, AOPA opposes a registration fee system that fails to equitably share an increase across all aircraft types and suddenly raises aircraft registration fees by as much as 50% annually by eliminating the existing reduced fee schedule. Further, AOPA opposes removal of legislative oversight and public involvement before the Commission may raise aircraft registration fees in the future and the indexing of aircraft registration fees to the CPI. AOPA stands willing to discuss these concerns with the Legislature and all interested parties.**

Thank you for your consideration of this important issue. Should you have any questions or concerns, please do not hesitate to contact me at 301-695-2095 or at [bryan.budds@aopa.org](mailto:bryan.budds@aopa.org)

Very truly yours,

Bryan Budds  
Great Lakes Regional Manager

WT #2-1  
1/08/15

**Senate Bill No. 2109**

Testimony provided by: Kyle Wanner, Director of the North Dakota Aeronautics Commission

Chairman Oehlke and members of the committee, my name is Kyle Wanner and I am the Director of the Aeronautics Commission and will be providing testimony today regarding Senate Bill 2109.

The Aeronautics Commission is comprised of a Governor appointed board of 5 members who appoint a director who in turn hires a staff to operate the agency. The agency was created by the Legislature in 1947 to support the aviation community in North Dakota and one of the regulatory functions is in regards to the registering of aircraft that are operating within the state.

The proposed bill was unanimously approved by the Aeronautics Commission board to come before you and the intent is to provide an update to the aircraft registration fees. The language and fee structure for aircraft registrations in North Dakota has not been updated since 1987. After taking into consideration the effects of inflation over 28 years, the proposed rates presented in this bill are currently very reasonable and competitive compared with the surrounding states. For example, Minnesota's lowest aircraft registration fee is currently \$100 and highest is \$75,000 and Montana's lowest aircraft registration fee is \$25 and highest is \$3,000. The proposed rates are also comparable to South Dakota's current aircraft registration fee structure.

The amount of aircraft registered in North Dakota in 2014 was a record 2,016 aircraft. For perspective, in 2007 there were 1,630 aircraft registered in North Dakota which is an increase of 386 planes or a 24% increase over that 8 year time period. The growth of aviation in the last few years in both the commercial service and general aviation area's is remarkable and leaves the state with large infrastructure needs and additional support being needed from the Aeronautics Commission office. The commission is asking the Governor and Legislature for additional general fund appropriation to help accommodate the growing infrastructure needs of the airports. The commission is also asking for the

authority to authorize one additional Full Time Equivalent Employee (an increase from 6 to 7) to allow additional support for the office during this time of growth challenges. The additional funding from the proposed aircraft registration fees is one area where the commission felt that special funds could be increased to help support these two initiatives since the fees have not been updated for such a long time period.

The newly proposed language simplifies the fee structure to make the process easier for aircraft owners as it would eliminate the need to factor in the age of the aircraft and the set fee would be solely based on the gross weight of the aircraft. For information purposes, there are currently only eight aircraft that are registered with the Aeronautics Commission that have a gross weight of over 20,000 lbs and currently no aircraft are based in the state with a gross weight of over 75,000 lbs.

Current law states that all aircraft based in North Dakota after 30 days must pay the full year fee for aircraft. For example, this means that currently a resident that purchases an aircraft in November 2014 must pay the full 2014 aircraft registration. Two months later, this individual would need to pay the full year registration for the 2015 calendar year. The proposed language states that an individual would only need to pay a half year fee if the aircraft becomes based in North Dakota after June 30<sup>th</sup> which would benefit aircraft owners transitioning into North Dakota.

Currently, the law also states that antique aircraft are defined as aircraft built prior to 1941 and are used for display purposes only. Currently, the commission only has 25 aircraft that have a permanent registration. Those aircraft are currently broken down into three categories with 7 antiques, 5 classics, 13 warbirds. The proposed bill language supports a new definition that aircraft 60 years or older should be considered antique and can apply for a permanent registration. This change would open the door to approximately 225 aircraft owners that have older aircraft and allow them to consider a permanent registration as an option to keep their aircraft operational and based in North Dakota.

The commission is also requesting the ability to have the authority and discretion to increase

the fees annually by no more than the consumer price index percentage change that is reported over the previous twelve month time period. The commission may or may not decide to increase fees by the CPI, however this solution would prevent a similar situation from happening in which fees do not change in over 25 years and would allow for fees to incrementally be adjusted at a smaller rate, rather than a larger one.

The commission currently receives approximately \$90,000 a year from aircraft registrations and is currently estimating that the updated rate structure would provide an additional \$80,000 in annual special fund revenue during the 2015-2017 biennium. The commission is predicting an additional \$70,000 to be made available in future biennium's based on the fact that a majority of the permanent registrations would take place in the 2015-2017 biennium and would be one time revenue.

Within the handouts you were provided, you will find examples of aircraft registration fees at The surrounding states along with a breakdown of the current fee structure and the proposed fee structure.

SCHEDULE OF REGISTRATION FEES

WEIGHT (LBS)		Yr of Mfg	2015	2014	2013	2012	2011	2010 AND OLDER
0 to	500 lbs		\$ 15.00	\$ 14.00	\$ 12.00	\$ 11.00	\$ 9.00	\$ 8.00
501 to	1,000		30.00	27.00	24.00	21.00	18.00	15.00
1,001 to	1,500		38.00	34.00	30.00	27.00	23.00	19.00
1,501 to	2,000		45.00	41.00	36.00	32.00	27.00	23.00
2,001 to	2,500		60.00	54.00	48.00	42.00	36.00	30.00
2,501 to	3,000		75.00	68.00	60.00	53.00	45.00	38.00
3,001 to	3,500		90.00	81.00	72.00	63.00	54.00	45.00
3,501 to	4,000		105.00	95.00	84.00	74.00	63.00	53.00
4,001 to	5,000		120.00	108.00	96.00	84.00	72.00	60.00
5,001 to	6,000		150.00	135.00	120.00	105.00	90.00	75.00
6,001 to	7,000		180.00	162.00	144.00	126.00	108.00	90.00
7,001 to	8,000		210.00	189.00	168.00	147.00	126.00	105.00
8,001 to	9,000		240.00	216.00	192.00	168.00	144.00	120.00
9,001 to	10,000		270.00	243.00	216.00	189.00	162.00	135.00
10,001 to	15,000		300.00	270.00	240.00	210.00	180.00	150.00
15,001 to	20,000		450.00	405.00	360.00	315.00	270.00	225.00
20,001 to	30,000		600.00	540.00	480.00	420.00	360.00	300.00
30,001 to	40,000		900.00	810.00	720.00	630.00	540.00	450.00
40,001 to	50,000		1,200.00	1,080.00	960.00	840.00	720.00	600.00
50,001 to	75,000		1,500.00	1,350.00	1,200.00	1,050.00	900.00	750.00
75,001 to	100,000		2,250.00	2,025.00	1,800.00	1,575.00	1,350.00	1,125.00
100,001 and	over lbs		3,000.00	2,700.00	2,400.00	2,100.00	1,800.00	1,500.00

Schedule of Proposed Registration Fees

Weight (Lbs)	Fee
0 - 500	\$20
501 - 1000	\$30
1001 - 1500	\$40
1501 - 2000	\$50
2001 - 2500	\$60
2501 - 3000	\$70
3001 - 3500	\$80
3501 - 4000	\$90
4001 - 5000	\$100
5001 - 6000	\$125
6001 - 7000	\$150
7001 - 8000	\$175
8001 - 9000	\$200
9001 - 10000	\$250
10,001 - 15,000	\$300
15,001 - 20,000	\$400
over 20,000	\$500



# 2014 Aircraft Registration Changes

## What has changed regarding aircraft registration fees?

In 2013, the aircraft registration tax rate changed.

## When does it take effect?

The new rate will take effect July 1, 2014.

## Who do the new registration fees apply to?

The registration tax applies to all aircraft using airspace over Minnesota or Minnesota airports, except:

- Antique/classic aircraft, recreational aircraft, civil air patrol, government aircraft, hot air balloons, agricultural aircraft, air ambulance, and other aircraft defined under Minnesota Statutes. 360.55 & 360.653, and agricultural aircraft defined in Minnesota Statute 360.55, whose fees will not change.
- Aircraft owned by companies paying flight property tax will continue to be exempt.
- Other exemptions listed in Minnesota Statutes. 360.511 to 360.67.

## What is the new rate structure?

Manufacturer List Price	Tax
Under \$499,999	\$100
\$500,000 to \$999,999	\$200
\$1,000,000 to \$2,499,999	\$2,000
\$2,500,000 to \$4,999,990	\$4,000
\$5,000,000 to \$7,499,999	\$7,500
\$7,500,000 to \$9,999,999	\$10,000
\$10,000,000 to \$12,499,999	\$12,500
\$12,500,000 to \$14,999,999	\$15,000
\$15,000,000 to \$17,499,999	\$17,500
\$17,500,000 to \$19,999,999	\$20,000
\$20,000,000 to \$22,499,999	\$22,500
\$22,500,000 to \$24,999,999	\$25,000
\$25,000,000 to \$27,499,999	\$27,500
\$27,500,000 to \$29,999,999	\$30,000
\$30,000,000 to \$39,999,999	\$50,000
\$40,000,000 and over	\$75,000

## AIRCRAFT REGISTRATION FEE SCHEDULE

	11-15 0-5 YEARS	06-10 6-10 YEARS	96-05 11-20 YEARS	86-95 21-30 YEARS	76-85 31-40 YEARS
TYPE 1 – SINGLE ENGINE, FIXED GEAR, 200 HP & UNDER	300	175	100	50	25
TYPE 2 – SINGLE ENGINE, FIXED GEAR, OVER 200 HP	500	250	150	75	50
TYPE 3 – SINGLE ENGINE, RETRACTABLE GEAR, 200 HP & UNDER	600	300	175	100	75
TYPE 4 – SINGLE ENGINE, RETRACTABLE GEAR, OVER 200 HP	700	400	200	125	100
TYPE 5 – MULTI-ENGINE, PISTON	800	500	250	175	150
TYPE 6 – HELICOPTER, PISTON	700	450	225	150	125
TYPE 7 – SINGLE ENGINE JET/ HELICOPTER, PROP JET	1,500	700	450	300	175
TYPE 8 – MULTI-ENGINE JET/HELICOPTER, PROP JET	2,000	1,000	600	400	200
TYPE 9 – JET ENGINE – NO PROPELLER (FAN)	3,000	1,500	800	500	250

TYPE 0 – GLIDER, ULTRALIGHT, GYROCOPTER, BALLOON, HOMEBUILT AIRCRAFT,  
ANTIQUES OR ANY AIRCRAFT OVER 40 YEARS OLD - \$20

SD EForm - 0943 V2

**Application for 2015  
South Dakota Annual Aircraft Registration**

Mail To:  
South Dakota Dept. of Transportation  
Aviation Services  
700 East Broadway Avenue  
Pierre, South Dakota 57501-2586

Amount Due \_\_\_\_\_

Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Address \_\_\_\_\_ Cell#: \_\_\_\_\_ Fax#: \_\_\_\_\_  
City, State, Zip \_\_\_\_\_ County: \_\_\_\_\_

Aircraft Description: FAA Reg. (N#): \_\_\_\_\_ Serial #: \_\_\_\_\_  
Make: \_\_\_\_\_ Model No: \_\_\_\_\_  
Max Gross Weight: \_\_\_\_\_ Mfg. Year \_\_\_\_\_ Engine Mfg: \_\_\_\_\_  
Model: \_\_\_\_\_  
Engine H.P. \_\_\_\_\_

Is this aircraft used as a spray plane?  Yes  No  
Email future Registrations?  Yes  No Email Address: \_\_\_\_\_

**Exemption**

- Destroyed Date \_\_\_\_\_ How \_\_\_\_\_
- Unairworthy Reason \_\_\_\_\_
- Stored The aircraft is stored and will not be flown during this registration period.
- Sold Date \_\_\_\_\_ Sold To Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_

Payment Type  Check Or  Money Order Enclosed  
 Credit card payment: Card Type: \_\_\_\_\_  
Card Number: \_\_\_\_\_  
Expiration Date: \_\_\_\_\_  
Name as it appears on the card: \_\_\_\_\_

**THIS REGISTRATION APPLICATION MUST BE COMPLETED AND SIGNED OR REGISTRATION CAN NOT BE COMPLETED. If the application must be returned for completion, any late penalties cannot be waived.**

-----  
I declare and affirm under the penalties of perjury, that the foregoing is a true statement of facts.

Date: \_\_\_\_\_ Signature: \_\_\_\_\_

Schedule of Aircraft Annual Registration Fee		
Weight Class (Maximum Gross Takeoff Wt.)	Aircraft New - 9 Yrs.	Aircraft 10 Yrs. Plus
0 - 1,500	\$ 25.00	\$ 12.50
1,501 - 2,000	\$ 40.00	\$ 20.00
2,001 - 3,000	\$ 55.00	\$ 27.50
3,001 - 4,000	\$ 70.00	\$ 35.00
4,001 - 5,000	\$ 85.00	\$ 42.50
5,001 - 6,000	\$100.00	\$ 50.00
6,001 - 10,000	\$125.00	\$ 62.50
10,001 - 12,499	\$150.00	\$ 75.00
12,500 - 15,000	\$200.00	\$100.00
15,001 & Over	\$300.00	\$150.00

1/08/15 #3

**Senate Bill No. 2109 Proposed Amendment**

2-05-11.3

3. An aircraft entitled to a permanent registration may be transferred to a new owner under that permanent registration.

January 8, 2015

PROPOSED AMENDMENTS TO SENATE BILL NO. 2109

Page 2, remove lines 19 through 22

Page 2, line 23, replace "3" with "2"

Page 2, line 25, replace "4" with "3"

Page 2, line 28, replace "5" with "4"

Page 3, line 1, replace "6" with "5"

Page 3, line 13, remove "Effective January first of each year, beginning January 1, 2016, the"

Page 3, remove lines 14 through 16

Page 3, line 17, remove "bureau of labor statistics."

Page 3, after line 19, insert:

"3. An aircraft entitled to a permanent registration may be transferred to a new owner under that permanent registration."

Renumber accordingly

SB 2109  
3-5-15  
#1

1 of 7

TESTIMONY OF

KYLE C. WANNER

EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION

BEFORE THE

HOUSE TRANSPORTATION COMMITTEE

MARCH 5<sup>th</sup>, 2015

SENATE BILL 2109

Chairman Ruby and members of the committee, my name is Kyle Wanner and I am the Director of the Aeronautics Commission and will be providing testimony today regarding Senate Bill 2109.

The Aeronautics Commission is comprised of a Governor appointed board of 5 members who appoint a director who in turn hires a staff to operate the agency. The agency was created by the Legislature in 1947 to support the aviation community in North Dakota and one of its regulatory functions pertains to the registering of aircraft that are operating within the state.

The proposed bill was unanimously approved by the Aeronautics Commission board to come before you and the intent is to provide an update to the aircraft registration fees. The language and fee structure for aircraft registrations in North Dakota has not been updated since 1987. After taking into consideration the effects of inflation over 28 years, the proposed rates presented in this bill are currently very reasonable and competitive compared with the surrounding states. For example, Minnesota's lowest aircraft registration fee is currently \$100 and highest is \$75,000 and Montana's lowest aircraft registration fee is \$25 and highest is \$3,000. The proposed rates are also comparable to South Dakota's current aircraft registration fee structure.

The amount of aircraft registered in North Dakota in 2014 was a record 2,016 aircraft. For perspective, in 2007 there were 1,630 aircraft registered in North Dakota which is an increase of 386

planes or a 24% increase over that 8 year time period. The growth of aviation in the last few years in both the commercial service and general aviation area's is remarkable and leaves the state with large infrastructure needs and additional support being needed from the Aeronautics Commission office. The commission is asking the Governor and Legislature for additional general fund appropriation to help accommodate the growing infrastructure needs of the airports. The commission is also asking for the authority to authorize one additional Full Time Equivalent Employee (an increase from 6 to 7) to allow additional support for the office during this time of growth challenges. The additional funding from the proposed aircraft registration fees is one area where the commission felt that special funds could be increased to help support these two initiatives since the fees have not been updated for such a long time period.

The newly proposed language also simplifies the fee structure to make the process easier for aircraft owners as it would eliminate the need to factor in the age of the aircraft and the set fee would be solely based on the gross weight of the aircraft. For information purposes, there are currently only eight aircraft that are registered with the Aeronautics Commission that have a gross weight of over 20,000 lbs and currently no aircraft are based in the state with a gross weight of over 75,000 lbs.

Current law states that all aircraft based in North Dakota after 30 days must pay the full year fee for aircraft. For example, this means that currently a resident that purchases an aircraft in November 2014 must pay the full 2014 aircraft registration. Two months later, this individual would need to pay the full year registration for the 2015 calendar year. The proposed language states that an individual would only need to pay a half year fee if the aircraft becomes based in North Dakota after June 30<sup>th</sup> which would benefit aircraft owners transitioning into North Dakota.

Currently, the law also states that antique aircraft are defined as aircraft built prior to 1941 and are used for display purposes only. Currently, the commission only has 25 aircraft that have a permanent registration. Those aircraft are currently broken down into three categories with 7 antiques,

5 classics, 13 warbirds. The proposed bill language supports a new definition that aircraft 60 years or older should be considered antique and can apply for a permanent registration. This change would open the door to approximately 225 aircraft owners that have older aircraft and allow them to consider a permanent registration as an option to keep their aircraft operational and based in North Dakota.

The commission currently receives approximately \$90,000 a year from aircraft registrations and is currently estimating that the updated rate structure would provide an additional \$80,000 in annual special fund revenue during the 2015-2017 biennium. The commission is predicting an additional \$70,000 to be made available in future biennium's based on the fact that a majority of the permanent registrations would take place in the 2015-2017 biennium and would be one time revenue.

Within the handouts you were provided, you will find examples of aircraft registration fees at the surrounding states along with a breakdown of the current fee structure and the proposed fee structure.

**SCHEDULE OF REGISTRATION FEES**

WEIGHT (LBS)		Yr of Mfg	2015	2014	2013	2012	2011	2010 AND OLDER
0 to	500 lbs		\$ 15.00	\$ 14.00	\$ 12.00	\$ 11.00	\$ 9.00	\$ 8.00
501 to	1,000		30.00	27.00	24.00	21.00	18.00	15.00
1,001 to	1,500		38.00	34.00	30.00	27.00	23.00	19.00
1,501 to	2,000		45.00	41.00	36.00	32.00	27.00	23.00
2,001 to	2,500		60.00	54.00	48.00	42.00	36.00	30.00
2,501 to	3,000		75.00	68.00	60.00	53.00	45.00	38.00
3,001 to	3,500		90.00	81.00	72.00	63.00	54.00	45.00
3,501 to	4,000		105.00	95.00	84.00	74.00	63.00	53.00
4,001 to	5,000		120.00	108.00	96.00	84.00	72.00	60.00
5,001 to	6,000		150.00	135.00	120.00	105.00	90.00	75.00
6,001 to	7,000		180.00	162.00	144.00	126.00	108.00	90.00
7,001 to	8,000		210.00	189.00	168.00	147.00	126.00	105.00
8,001 to	9,000		240.00	216.00	192.00	168.00	144.00	120.00
9,001 to	10,000		270.00	243.00	216.00	189.00	162.00	135.00
10,001 to	15,000		300.00	270.00	240.00	210.00	180.00	150.00
15,001 to	20,000		450.00	405.00	360.00	315.00	270.00	225.00
20,001 to	30,000		600.00	540.00	480.00	420.00	360.00	300.00
30,001 to	40,000		900.00	810.00	720.00	630.00	540.00	450.00
40,001 to	50,000		1,200.00	1,080.00	960.00	840.00	720.00	600.00
50,001 to	75,000		1,500.00	1,350.00	1,200.00	1,050.00	900.00	750.00
75,001 to	100,000		2,250.00	2,025.00	1,800.00	1,575.00	1,350.00	1,125.00
100,001 and	over lbs		3,000.00	2,700.00	2,400.00	2,100.00	1,800.00	1,500.00

**Schedule of Proposed Registration Fees**

Weight (lbs)	Fee
0 - 500	\$20
501 - 1000	\$30
1001 - 1500	\$40
1501 - 2000	\$50
2001 - 2500	\$60
2501 - 3000	\$70
3001 - 3500	\$80
3501 - 4000	\$90
4001 - 5000	\$100
5001 - 6000	\$125
6001 - 7000	\$150
7001 - 8000	\$175
8001 - 9000	\$200
9001 - 10000	\$250
10,001 - 15,000	\$300
15,001 - 20,000	\$400
over 20,000	\$500



# 2014 Aircraft Registration Changes

## What has changed regarding aircraft registration fees?

In 2013, the aircraft registration tax rate changed.

## When does it take effect?

The new rate will take effect July 1, 2014.

## Who do the new registration fees apply to?

The registration tax applies to all aircraft using airspace over Minnesota or Minnesota airports, except:

- Antique/classic aircraft, recreational aircraft, civil air patrol, government aircraft, hot air balloons, agricultural aircraft, air ambulance, and other aircraft defined under Minnesota Statutes 360.55 & 360.653, and agricultural aircraft defined in Minnesota Statute 360.55, whose fees will not change.
- Aircraft owned by companies paying flight property tax will continue to be exempt.
- Other exemptions listed in Minnesota Statutes 360.511 to 360.67.

## What is the new rate structure?

Manufacturer List Price	Tax
Under \$499,999	\$100
\$500,000 to \$999,999	\$200
\$1,000,000 to \$2,499,999	\$2,000
\$2,500,000 to \$4,999,990	\$4,000
\$5,000,000 to \$7,499,999	\$7,500
\$7,500,000 to \$9,999,999	\$10,000
\$10,000,000 to \$12,499,999	\$12,500
\$12,500,000 to \$14,999,999	\$15,000
\$15,000,000 to \$17,499,999	\$17,500
\$17,500,000 to \$19,999,999	\$20,000
\$20,000,000 to \$22,499,999	\$22,500
\$22,500,000 to \$24,999,999	\$25,000
\$25,000,000 to \$27,499,999	\$27,500
\$27,500,000 to \$29,999,999	\$30,000
\$30,000,000 to \$39,999,999	\$50,000
\$40,000,000 and over	\$75,000

Montana 2015  
**AIRCRAFT REGISTRATION FEE SCHEDULE**

	11-15 0-5 YEARS	06-10 6-10 YEARS	96-05 11-20 YEARS	86-95 21-30 YEARS	76-85 31-40 YEARS
<b>TYPE 1 – SINGLE ENGINE, FIXED GEAR, 200 HP &amp; UNDER</b>	300	175	100	50	25
<b>TYPE 2 – SINGLE ENGINE, FIXED GEAR, OVER 200 HP</b>	500	250	150	75	50
<b>TYPE 3 – SINGLE ENGINE, RETRACTABLE GEAR, 200 HP &amp; UNDER</b>	600	300	175	100	75
<b>TYPE 4 – SINGLE ENGINE, RETRACTABLE GEAR, OVER 200 HP</b>	700	400	200	125	100
<b>TYPE 5 – MULTI-ENGINE, PISTON</b>	800	500	250	175	150
<b>TYPE 6 – HELICOPTER, PISTON</b>	700	450	225	150	125
<b>TYPE 7 – SINGLE ENGINE JET/ HELICOPTER, PROP JET</b>	1,500	700	450	300	175
<b>TYPE 8 – MULTI-ENGINE JET/HELICOPTER, PROP JET</b>	2,000	1,000	600	400	200
<b>TYPE 9 – JET ENGINE – NO PROPELLER (FAN)</b>	3,000	1,500	800	500	250

**TYPE 0 – GLIDER, ULTRALIGHT, GYROCOPTER, BALLOON, HOMEBUILT AIRCRAFT,  
 ANTIQUES OR ANY AIRCRAFT OVER 40 YEARS OLD - \$20**

6 of 7

7 of 17

SD EForm - 0943 V2

### Application for 2015 South Dakota Annual Aircraft Registration

Mail To:  
South Dakota Dept. of Transportation  
Aviation Services  
700 East Broadway Avenue  
Pierre, South Dakota 57501-2586

Amount Due \_\_\_\_\_

Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Address \_\_\_\_\_ Cell#: \_\_\_\_\_ Fax#: \_\_\_\_\_  
City, State, Zip \_\_\_\_\_ County: \_\_\_\_\_

Aircraft Description: FAA Reg. (N#): \_\_\_\_\_ Serial #: \_\_\_\_\_  
Make: \_\_\_\_\_ Model No: \_\_\_\_\_  
Max Gross Weight: \_\_\_\_\_ Mfg. Year \_\_\_\_\_ Engine Mfg: \_\_\_\_\_  
Model: \_\_\_\_\_  
Engine H.P. \_\_\_\_\_  
Is this aircraft used as a spray plane?  Yes  No  
Email future Registrations?  Yes  No Email Address: \_\_\_\_\_

Exemption  
 Destroyed Date \_\_\_\_\_ How \_\_\_\_\_  
 Unairworthy Reason \_\_\_\_\_  
 Stored The aircraft is stored and will not be flown during this registration period.  
 Sold Date \_\_\_\_\_ Sold To Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_

Payment Type  Check Or  Money Order Enclosed  
 Credit card payment: Card Type: \_\_\_\_\_  
Card Number: \_\_\_\_\_  
Expiration Date: \_\_\_\_\_  
Name as it appears on the card: \_\_\_\_\_

**THIS REGISTRATION APPLICATION MUST BE COMPLETED AND SIGNED OR REGISTRATION CAN NOT BE COMPLETED. If the application must be returned for completion, any late penalties cannot be waived.**

I declare and affirm under the penalties of perjury, that the foregoing is a true statement of facts.

Date: \_\_\_\_\_ Signature: \_\_\_\_\_

Schedule of Aircraft Annual Registration Fee		
Weight Class (Maximum Gross Takeoff Wt.)	Aircraft New - 9 Yrs.	Aircraft 10 Yrs. Plus
0 - 1,500	\$ 25.00	\$ 12.50
1,501 - 2,000	\$ 40.00	\$ 20.00
2,001 - 3,000	\$ 55.00	\$ 27.50
3,001 - 4,000	\$ 70.00	\$ 35.00
4,001 - 5,000	\$ 85.00	\$ 42.50
5,001 - 6,000	\$100.00	\$ 50.00
6,001 - 10,000	\$125.00	\$ 62.50
10,001 - 12,499	\$150.00	\$ 75.00
12,500 - 15,000	\$200.00	\$100.00
15,001 & Over	\$300.00	\$150.00

SB2109  
3-20-15  
#1

**Rep. Weisz's Proposed Amendment to SB 2109 (A)**  
**Registration of Aircraft**

- Page 1, line 16, replace "20.00" with "40.00"
- Page 1, line 17, replace "30.00" with "50.00"
- Page 1, line 18, replace "40.00" with "60.00"
- Page 1, line 19, replace "50.00" with "70.00"
- Page 1, line 20, replace "60.00" with "80.00"
- Page 1, line 21, replace "70.00" with "90.00"
- Page 1, line 22, replace "80.00" with "100.00"
- Page 1, line 23, replace "90.00" with "125.00"
- Page 1, line 24, replace "100.00" with "150.00"
- Page 2, line 1, replace "125.00" with "175.00"
- Page 2, line 2, replace "150.00" with "200.00"
- Page 2, line 3, replace "175.00" with "250.00"
- Page 2, line 4, replace "200.00" with "300.00"
- Page 2, line 5, replace "250.00" with "400.00"
- Page 2, line 6, replace "300.00" with "500.00"
- Page 2, line 7, replace "400.00" with "1,000.00"
- Page 2, line 8, insert:
  - "20,001 to 30,000" "2,000.00"
- Page 2, line 9, insert:
  - "30,001 to 40,000" "3,000.00"
- Page 2, remove lines 10 through 13
- Page 2, line 10 insert:
  - "40,001 and over" "5,000.00"
  
- Page 2, line 14 insert "The fees must be reduced fifty percent after the tenth year of the manufacture of the aircraft and remain at that reduction."

Renumber accordingly



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

421 Aviation Way • Frederick, MD 21701-4798  
Telephone (301) 695-2000 • FAX (301) 695-2375  
www.aopa.org

SB 2109  
3-20-15  
#2

February 27, 2015

The Honorable Dan Ruby  
Chairman, Transportation Committee  
North Dakota House of Representatives  
4620 46th Avenue NW  
Minot, ND 58703-8711

RE: Aircraft Registration Fee Modification Contained in Senate Bill 2109

Dear Chairman Ruby:

The Aircraft Owners and Pilots Association (AOPA), a not-for-profit membership organization, is the world's largest aviation organization, representing the interests of general aviation aircraft owners and operators – including more than 2,500 in North Dakota. We write to express our concern over potential inequitable aircraft registration fee increases contained in Senate Bill 2109.

We appreciate and support the efforts of your Senate colleagues that previously amended Senate Bill 2109. However, our members remain concerned over the inequitable registration fee increases that remain in Senate Bill 2109. In some cases, large turbine powered aircraft will enjoy a reduced registration fee but small single-engine aircraft bear the burden of doubled registration fees over several years as a consequence of the existing fee depreciation schedule being eliminated. Since AOPA members in North Dakota primarily own and operate small single-engine aircraft that fall well below the 20,000 pound weight category in the bill, many of these North Dakota-based pilots view this legislation as levying an unfair fee increase on small piston-powered aircraft while providing a tax benefit to larger, turbine-powered aircraft.

**With the current increase in aviation activity in North Dakota and the resulting pressure on its airports, AOPA recognizes the Aeronautics Commission's need for additional staff to serve the needs of the aviation community and that additional revenues may be necessary to meet this need. However, AOPA urges the Legislature to further amend Senate Bill 2109 to ensure that small general aviation operators are not forced to absorb a tax increase viewed as unfair and beneficial only to large, turbine-powered aircraft.**

Thank you for your consideration of this important issue. AOPA stands willing to discuss this issue and assist in crafting a suitable amendment to ensure North Dakota's general aviation industry continues to provide an annual economic impact exceeding \$1.5 billion annually at the State's 89 public use airports. Should you have any questions or concerns, please do not hesitate to contact me at 301-695-2095 or at bryan.budds@aopa.org.

Very truly yours,

Bryan Budds  
Great Lakes Regional Manager

**#1**  
Current  
Number of Aircraft in ND

Weight (Lbs)	# of Aircraft
0 - 500	19
501 - 1000	34
1001 - 1500	92
1501 - 2000	244
2001 - 2500	308
2501 - 3000	272
3001 - 3500	125
3501 - 4000	73
4001 - 5000	91
5001 - 6000	94
6001 - 7000	41
7001 - 8000	49
8001 - 9000	27
9001 - 10000	45
10,001 - 15,000	48
15,001 - 20,000	22
20,001 - 30,000	1
30,001 - 40,000	4
40,001 - 50,000	2
50,001 - 75,000	0
75,001 - 100,000	0
over 100,000	0
<b>TOTAL:</b>	<b>*1591</b>

\* This number excludes all state owned aircraft, and aircraft eligible for permanent registration

**#2**  
Current  
Registration Fees  
1987

High	Medium	Low
\$15	\$12	\$8
\$30	\$23	\$15
\$38	\$29	\$19
\$45	\$34	\$23
\$60	\$45	\$30
\$75	\$57	\$38
\$90	\$68	\$45
\$105	\$79	\$53
\$120	\$90	\$60
\$150	\$113	\$75
\$180	\$135	\$90
\$210	\$158	\$105
\$240	\$180	\$120
\$270	\$203	\$135
\$300	\$225	\$150
\$450	\$338	\$225
\$600	\$450	\$300
\$900	\$675	\$450
\$1,200	\$900	\$600
\$1,500	\$1,125	\$750
\$2,250	\$1,688	\$1,125
\$3,000	\$2,250	\$1,500

\* Higher Fees are currently imposed on newer aircraft. Currently, 145 aircraft or less then 10% of all aircraft in ND are newer than 10 years. Thus, most aircraft owners currently pay the lowest fee.

**#3**  
Registration Fees  
Adjusted For Inflation  
2015

High	Medium	Low
\$31	\$25	\$17
\$63	\$48	\$31
\$80	\$61	\$40
\$94	\$71	\$48
\$126	\$94	\$63
\$157	\$120	\$80
\$189	\$143	\$94
\$220	\$166	\$111
\$252	\$189	\$126
\$315	\$237	\$157
\$378	\$283	\$189
\$440	\$331	\$220
\$503	\$378	\$252
\$566	\$426	\$283
\$629	\$472	\$315
\$944	\$709	\$472
\$1,258	\$944	\$629
\$1,888	\$1,416	\$944
\$2,517	\$1,888	\$1,258
\$3,146	\$2,360	\$1,573
\$4,719	\$3,540	\$2,360
\$6,292	\$4,719	\$3,146

\* This calculates the current fees adjusted for 28 years of inflation. This was calculated from the U.S. Department of Labor Statistics website.

**#4**  
Updated Registration Fees  
Proposed by the Commission  
2016

Weight (Lbs)	New Fee
0 - 500	\$20
501 - 1000	\$30
1001 - 1500	\$40
1501 - 2000	\$50
2001 - 2500	\$60
2501 - 3000	\$70
3001 - 3500	\$80
3501 - 4000	\$90
4001 - 5000	\$100
5001 - 6000	\$125
6001 - 7000	\$150
7001 - 8000	\$175
8001 - 9000	\$200
9001 - 10000	\$250
10,001 - 15,000	\$300
15,001 - 20,000	\$400
over 20,000	\$500

\*The Commission's proposed fees are close to or below the fees calculated with inflation being considered.

# 1.1  
SB 2109  
4/10/15

**Registration Fees Proposed By House**

**\*Aircraft Newer than 10 years**

Weight (Lbs)	Fee	# Aircraft	Total Dollars
0 - 500	\$40	2	\$80
501 - 1000	\$50	9	\$450
1001 - 1500	\$60	11	\$660
1501 - 2000	\$70	12	\$840
2001 - 2500	\$80	18	\$1,440
2501 - 3000	\$90	13	\$1,170
3001 - 3500	\$100	11	\$1,100
3501 - 4000	\$125	7	\$875
4001 - 5000	\$150	2	\$300
5001 - 6000	\$175	3	\$525
6001 - 7000	\$200	5	\$1,000
7001 - 8000	\$250	15	\$3,750
8001 - 9000	\$300	4	\$1,200
9001 - 10000	\$400	11	\$4,400
10,001 - 15,000	\$500	10	\$5,000
15,001 - 20,000	\$1,000	8	\$8,000
20,001 - 30,000	\$2,000	1	\$2,000
30,001 - 40,000	\$3,000	3	\$9,000
over 40,000	\$5,000	0	\$0
<b>Total:</b>		<b>145</b>	<b>\$41,790</b>

**\*Aircraft Older than 10 years**

Weight (Lbs)	Fee	# Aircraft	Total Dollars
0 - 500	\$20	17	\$340
501 - 1000	\$25	25	\$625
1001 - 1500	\$30	81	\$2,430
1501 - 2000	\$35	232	\$8,120
2001 - 2500	\$40	290	\$11,600
2501 - 3000	\$45	259	\$11,655
3001 - 3500	\$50	114	\$5,700
3501 - 4000	\$63	66	\$4,125
4001 - 5000	\$75	89	\$6,675
5001 - 6000	\$88	91	\$7,963
6001 - 7000	\$100	36	\$3,600
7001 - 8000	\$125	34	\$4,250
8001 - 9000	\$150	23	\$3,450
9001 - 10000	\$200	34	\$6,800
10,001 - 15,000	\$250	38	\$9,500
15,001 - 20,000	\$500	14	\$7,000
20,001 - 30,000	\$1,000	0	\$0
30,001 - 40,000	\$1,500	1	\$1,500
over 40,000	\$2,500	2	\$5,000
<b>Total:</b>		<b>1,446</b>	<b>\$100,333</b>

**House proposal: \$142,123**

**Registration Fees Proposed By**

**Aeronautics Commission**

Weight (Lbs)	Fee	# Aircraft	Total Dollars
0 - 500	\$20	19	\$380
501 - 1000	\$30	34	\$1,020
1001 - 1500	\$40	92	\$3,680
1501 - 2000	\$50	244	\$12,200
2001 - 2500	\$60	308	\$18,480
2501 - 3000	\$70	272	\$19,040
3001 - 3500	\$80	125	\$10,000
3501 - 4000	\$90	73	\$6,570
4001 - 5000	\$100	91	\$9,100
5001 - 6000	\$125	94	\$11,750
6001 - 7000	\$150	41	\$6,150
7001 - 8000	\$175	49	\$8,575
8001 - 9000	\$200	27	\$5,400
9001 - 10000	\$250	45	\$11,250
10,001 - 15,000	\$300	48	\$14,400
15,001 - 20,000	\$400	22	\$8,800
over 20,000	\$500	7	\$3,500
		0	\$0
		0	\$0
<b>Total:</b>		<b>1,591</b>	<b>\$150,295</b>

**Commission Proposal: \$150,295**

# 1.2  
SPB/D9  
4/02/15

# PASSENGER FEE SCHEDULE

#2.1  
 HB2109  
 4/02/15

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION  
 MOTOR VEHICLE DIVISION  
 MVD-2 (10-2014)

608 EAST BOULEVARD AVENUE  
 BISMARCK, ND 58505-0780  
 PHONE (701) 328-2725  
 WEB SITE: www.dot.nd.gov

## EFFECTIVE 1-1-2015 THROUGH 12-31-2015

(REGISTRATION FEES ARE BASED ON YEAR FIRST REGISTERED, NOT YEAR MODEL)

### Year First Registered 2010 and Newer

WEIGHT	Annual Fee											
	12 MONTHS	11 MONTHS	10 MONTHS	9 MONTHS	8 MONTHS	7 MONTHS	6 MONTHS	5 MONTHS	4 MONTHS	3 MONTHS	2 MONTHS	1 MONTH
3,199 or less	73.00	67.00	61.00	55.00	49.00	43.00	37.00	31.00	25.00	19.00	13.00	7.00
3,200 - 4,499	93.00	86.00	78.00	70.00	62.00	55.00	47.00	39.00	31.00	24.00	16.00	8.00
4,500 - 4,999	111.00	102.00	93.00	84.00	74.00	65.00	56.00	47.00	37.00	28.00	19.00	10.00
5,000 - 5,999	142.00	131.00	119.00	107.00	95.00	83.00	71.00	60.00	48.00	36.00	24.00	12.00
6,000 - 6,999	175.00	161.00	146.00	132.00	117.00	103.00	88.00	73.00	59.00	44.00	30.00	15.00
7,000 - 7,999	208.00	191.00	174.00	156.00	139.00	122.00	104.00	87.00	70.00	52.00	35.00	18.00
8,000 - 8,999	241.00	221.00	201.00	181.00	161.00	141.00	121.00	101.00	81.00	61.00	41.00	21.00
9,000 & OVER	274.00	252.00	229.00	206.00	183.00	160.00	137.00	115.00	92.00	69.00	46.00	23.00

### Year First Registered 2007, 2008, and 2009

WEIGHT	Annual Fee											
	12 MONTHS	11 MONTHS	10 MONTHS	9 MONTHS	8 MONTHS	7 MONTHS	6 MONTHS	5 MONTHS	4 MONTHS	3 MONTHS	2 MONTHS	1 MONTH
3,199 or less	65.00	60.00	55.00	49.00	44.00	38.00	33.00	28.00	22.00	17.00	11.00	6.00
3,200 - 4,499	81.00	75.00	68.00	61.00	54.00	48.00	41.00	34.00	27.00	21.00	14.00	7.00
4,500 - 4,999	94.00	87.00	79.00	71.00	63.00	55.00	47.00	40.00	32.00	24.00	16.00	8.00
5,000 - 5,999	120.00	110.00	100.00	90.00	80.00	70.00	60.00	50.00	40.00	30.00	20.00	10.00
6,000 - 6,999	146.00	134.00	122.00	110.00	98.00	86.00	73.00	61.00	49.00	37.00	25.00	13.00
7,000 - 7,999	172.00	158.00	144.00	129.00	115.00	101.00	86.00	72.00	58.00	43.00	29.00	15.00
8,000 - 8,999	199.00	183.00	166.00	150.00	133.00	117.00	100.00	83.00	67.00	50.00	34.00	17.00
9,000 & OVER	225.00	207.00	188.00	169.00	150.00	132.00	113.00	94.00	75.00	57.00	38.00	19.00

### Year First Registered 2004, 2005, and 2006

WEIGHT	Annual Fee											
	12 MONTHS	11 MONTHS	10 MONTHS	9 MONTHS	8 MONTHS	7 MONTHS	6 MONTHS	5 MONTHS	4 MONTHS	3 MONTHS	2 MONTHS	1 MONTH
3,199 or less	57.00	53.00	48.00	43.00	38.00	34.00	29.00	24.00	19.00	15.00	10.00	5.00
3,200 - 4,499	69.00	64.00	58.00	52.00	46.00	41.00	35.00	29.00	23.00	18.00	12.00	6.00
4,500 - 4,999	79.00	73.00	66.00	60.00	53.00	47.00	40.00	33.00	27.00	20.00	14.00	7.00
5,000 - 5,999	98.00	90.00	82.00	74.00	66.00	58.00	49.00	41.00	33.00	25.00	17.00	9.00
6,000 - 6,999	117.00	108.00	98.00	88.00	78.00	69.00	59.00	49.00	39.00	30.00	20.00	10.00
7,000 - 7,999	137.00	126.00	115.00	103.00	92.00	80.00	69.00	58.00	46.00	35.00	23.00	12.00
8,000 - 8,999	157.00	144.00	131.00	118.00	105.00	92.00	79.00	66.00	53.00	40.00	27.00	14.00
9,000 & OVER	177.00	163.00	148.00	133.00	118.00	104.00	89.00	74.00	59.00	45.00	30.00	15.00

### Year First Registered 2003 and older

WEIGHT	Annual Fee											
	12 MONTHS	11 MONTHS	10 MONTHS	9 MONTHS	8 MONTHS	7 MONTHS	6 MONTHS	5 MONTHS	4 MONTHS	3 MONTHS	2 MONTHS	1 MONTH
3,199 or less	49.00	45.00	41.00	37.00	33.00	29.00	25.00	21.00	17.00	13.00	9.00	5.00
3,200 - 4,499	57.00	53.00	48.00	43.00	38.00	34.00	29.00	24.00	19.00	15.00	10.00	5.00
4,500 - 4,999	63.00	58.00	53.00	48.00	42.00	37.00	32.00	27.00	21.00	16.00	11.00	6.00
5,000 - 5,999	76.00	70.00	64.00	57.00	51.00	45.00	38.00	32.00	26.00	19.00	13.00	7.00
6,000 - 6,999	89.00	82.00	75.00	67.00	60.00	52.00	45.00	38.00	30.00	23.00	15.00	8.00
7,000 - 7,999	102.00	94.00	85.00	77.00	68.00	60.00	51.00	43.00	34.00	26.00	17.00	9.00
8,000 - 8,999	115.00	106.00	96.00	87.00	77.00	68.00	58.00	48.00	39.00	29.00	20.00	10.00
9,000 & OVER	128.00	118.00	107.00	96.00	86.00	75.00	64.00	54.00	43.00	32.00	22.00	11.00

**Registration Fees Proposed By House**

**\*Aircraft Newer than 10 years**

Weight (Lbs)	Fee	# Aircraft	Total Dollars
0 - 500	\$40	2	\$80
501 - 1000	\$50	9	\$450
1001 - 1500	\$60	11	\$660
1501 - 2000	\$75	12	\$840
2001 - 2500	<del>100</del> \$80	18	\$1,440
2501 - 3000	<del>125</del> \$90	13	\$1,170
3001 - 3500	<del>150</del> \$100	11	\$1,100
3501 - 4000	\$125	7	\$875
4001 - 5000	\$150	2	\$300
5001 - 6000	\$175	3	\$525
6001 - 7000	\$200	5	\$1,000
7001 - 8000	\$250	15	\$3,750
8001 - 9000	<del>300</del> \$300	4	\$1,200
9001 - 10000	<del>400</del> \$500	11	\$4,400
10,001 - 15,000	<del>500</del> \$750	10	\$5,000
15,001 - 20,000	\$1,000	8	\$8,000
20,001 - 30,000	<del>2,000</del> \$500	1	\$2,000
30,001 - 40,000	<del>3,000</del> \$3,000	3	\$9,000
over 40,000	<del>5,000</del> \$5,000	0	\$0
<b>Total:</b>		<b>145</b>	<b>\$41,790</b>

**\*Aircraft Older than 10 years**

Weight (Lbs)	Fee	# Aircraft	Total Dollars
0 - 500	\$20	17	\$340
501 - 1000	\$25	25	\$625
1001 - 1500	\$30	81	\$2,430
1501 - 2000	<del>35</del> \$35	232	\$8,120
2001 - 2500	<del>45</del> \$45	290	\$11,600
2501 - 3000	<del>45</del> \$63	259	\$11,655
3001 - 3500	\$50	114	\$5,700
3501 - 4000	\$63	66	\$4,125
4001 - 5000	\$75	89	\$6,675
5001 - 6000	\$88	91	\$7,963
6001 - 7000	\$100	36	\$3,600
7001 - 8000	\$125	34	\$4,250
8001 - 9000	\$150	23	\$3,450
9001 - 10000	\$200	34	\$6,800
10,001 - 15,000	\$250	38	\$9,500
15,001 - 20,000	\$500	14	\$7,000
20,001 - 30,000	\$1,000	0	\$0
30,001 - 40,000	\$1,500	1	\$1,500
over 40,000	\$2,500	2	\$5,000
<b>Total:</b>		<b>1,446</b>	<b>\$100,333</b>

**House proposal: \$142,123**

**Registration Fees Proposed By**

**Aeronautics Commission**

Weight (Lbs)	Fee	# Aircraft	Total Dollars
0 - 500	\$20	19	\$380
501 - 1000	\$30	34	\$1,020
1001 - 1500	\$40	92	\$3,680
1501 - 2000	\$50	244	\$12,200
2001 - 2500	\$60	308	\$18,480
2501 - 3000	\$70	272	\$19,040
3001 - 3500	\$80	125	\$10,000
3501 - 4000	\$90	73	\$6,570
4001 - 5000	\$100	91	\$9,100
5001 - 6000	\$125	94	\$11,750
6001 - 7000	\$150	41	\$6,150
7001 - 8000	\$175	49	\$8,575
8001 - 9000	\$200	27	\$5,400
9001 - 10000	\$250	45	\$11,250
10,001 - 15,000	\$300	48	\$14,400
15,001 - 20,000	\$400	22	\$8,800
over 20,000	\$500	7	\$3,500
		0	\$0
		0	\$0
<b>Total:</b>		<b>1,591</b>	<b>\$150,295</b>

**Commission Proposal: \$150,295**

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**Registration Fees Proposed By House**

**\*Aircraft Newer than 10 years**

Weight (Lbs)	Fee	# Aircraft	Total Dollars
0 - 500	\$40	2	\$80
501 - 1000	\$50	9	\$450
1001 - 1500	\$60	11	\$660
1501 - 2000	\$70	12	\$840
2001 - 2500	\$80	18	\$1,440
2501 - 3000	\$90	13	\$1,170
3001 - 3500	\$100	11	\$1,100
3501 - 4000	\$125	7	\$875
4001 - 5000	\$150	2	\$300
5001 - 6000	\$175	3	\$525
6001 - 7000	\$200	5	\$1,000
7001 - 8000	\$250	15	\$3,750
8001 - 9000	\$300	4	\$1,200
9001 - 10000	\$400	11	\$4,400
10,001 - 15,000	\$500	10	\$5,000
15,001 - 20,000	\$1,000	8	\$8,000
20,001 - 30,000	\$2,000	1	\$2,000
30,001 - 40,000	\$3,000	3	\$9,000
over 40,000	\$5,000	0	\$0
<b>Total:</b>		<b>145</b>	<b>\$41,790</b>

**\*Aircraft Older than 10 years**

Weight (Lbs)	Fee	# Aircraft	Total Dollars
0 - 500	\$20	17	\$340
501 - 1000	\$25	25	\$625
1001 - 1500	\$30	81	\$2,430
1501 - 2000	\$35	232	\$8,120
2001 - 2500	\$40	290	\$11,600
2501 - 3000	\$45	259	\$11,655
3001 - 3500	\$50	114	\$5,700
3501 - 4000	\$63	66	\$4,125
4001 - 5000	\$75	89	\$6,675
5001 - 6000	\$88	91	\$7,963
6001 - 7000	\$100	36	\$3,600
7001 - 8000	\$125	34	\$4,250
8001 - 9000	\$150	23	\$3,450
9001 - 10000	\$200	34	\$6,800
10,001 - 15,000	\$250	38	\$9,500
15,001 - 20,000	\$500	14	\$7,000
20,001 - 30,000	\$1,000	0	\$0
30,001 - 40,000	\$1,500	1	\$1,500
over 40,000	\$2,500	2	\$5,000
<b>Total:</b>		<b>1,446</b>	<b>\$100,333</b>

**House proposal: \$142,123**

**New Proposal**

Weight (Lbs)	Fee	# Aircraft	Total Dollars
0 - 500	\$20	19	\$380
501 - 1000	\$30	34	\$1,020
1001 - 1500	\$40	92	\$3,680
1501 - 2000	\$50	244	\$12,200
2001 - 2500	\$60	308	\$18,480
2501 - 3000	\$80	272	\$21,760
3001 - 3500	\$100	125	\$12,500
3501 - 4000	\$110	73	\$8,030
4001 - 5000	\$130	91	\$11,830
5001 - 6000	\$160	94	\$15,040
6001 - 7000	\$190	41	\$7,790
7001 - 8000	\$220	49	\$10,780
8001 - 9000	\$250	27	\$6,750
9001 - 10000	\$280	45	\$12,600
10,001 - 15,000	\$320	48	\$15,360
15,001 - 20,000	\$500	22	\$11,000
over 20,000	\$600	7	\$4,200
		0	\$0
		0	\$0
<b>Total:</b>		<b>1,591</b>	<b>\$173,400</b>

**New Proposal: \$173,400**

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