

# SENATE BILL REPORT

## SHB 2413

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As of February 25, 2016

**Title:** An act relating to aircraft registration simplification and fairness.

**Brief Description:** Concerning aircraft registration simplification and fairness.

**Sponsors:** House Committee on Transportation (originally sponsored by Representatives Dent, Tarleton, Dye, Gregerson, Griffey, Hargrove, Klippert, Pike, Muri, Condotta and McBride).

**Brief History:** Passed House: 2/17/16, 98-0.

**Committee Activity:** Transportation: 2/24/16.

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### SENATE COMMITTEE ON TRANSPORTATION

**Staff:** Hayley Gamble (786-7452)

**Background:** Aircraft Registration. Aircraft must be registered with the Washington State Department of Transportation (DOT) in January of each calendar year in which the aircraft is operated or based within Washington. Aircraft that are exempt from registration include government aircraft, foreign aircraft, certain non-resident owned aircraft, certain commercial aircraft, and large private airplanes in Washington for repair, alteration, reconstruction, or storage for more than a year. The registration fee is \$15 and is deposited into the Aeronautics Account.

Penalties For Not Registering An Aircraft. Not registering an aircraft that is required to be registered is considered a misdemeanor. Failure to register an aircraft as required is subject to the following penalties: (1) if the registration is 60-119 days past due, the penalty is \$100; (2) if the registration is 120-180 days past due, the penalty is \$200; and (3) if the registration is over 180 days past due, the penalty is \$400.

Leasing Or Purchasing Hangar Or Tie-Down Space At Publically Owned Airports. A municipality or port district that owns, operates, or leases an airport must require proof of aircraft registration as a condition of leasing or selling space for an aircraft.

**Summary of Bill:** The current tiered penalty structure is removed and replaced with a flat \$100 penalty if the aircraft registration is 60 days or more past due.

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*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

A schedule for providing proof of registration to lease or purchase a hangar or tie-down at a municipality or port district airport is provided. The schedule is:

- For the purchase of tie-down or hangar space, the airport must allow 30 days from the date of the application for purchase to produce proof of the aircraft registration.
- For the lease of tie-down or hangar space that extends 30 days or more, the airport must allow the lessee 30 days to produce proof of the aircraft registration from the date of the application for lease of tie-down or hangar space.
- For the lease of tie-down or hangar space that is less than 30 days, the airport must allow the lessee to produce proof of aircraft registration at any point prior to the final day of the lease.

**Appropriation:** None.

**Fiscal Note:** Available.

**Committee/Commission/Task Force Created:** No.

**Effective Date:** The bill contains several effective dates. Please refer to the bill.

**Staff Summary of Public Testimony:** PRO: A \$400 fine is excessive on a \$15 registration fee. This bill provides a fairer approach. This bill eliminates excessive fees while reducing administrative costs that can be used for other things. This bill will be good for aviation customers and facilitates good service.

**Persons Testifying:** PRO: Representative Dent (Sponsor); Mike Ennis, Association of Washington Business; Tristan Atkins, Washington State Department of Transportation; John Dobson, Washington State Aviation Alliance; Deb Wallace, Pierce County Airports.

**Persons Signed in to Testify But Not Testifying:** No one.