

Senate File 2266 - Introduced

SENATE FILE 2266

BY COMMITTEE ON TRANSPORTATION

(SUCCESSOR TO SF 2070)

A BILL FOR

1 An Act relating to annual aircraft registration fees, and
2 making appropriations.

3 BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF IOWA:

1 Section 1. Section 328.21, subsections 1, 2, and 5, Code
2 2024, are amended to read as follows:

3 1. Unless otherwise provided in this section, for the first
4 registration, a sum equal to one and one-half percent of the
5 manufacturer's list price of the aircraft, not to exceed ~~five~~
6 seven thousand dollars.

7 2. The second year's registration fee is ~~seventy-five~~
8 ~~hundredths~~ of one and one hundred twenty-five thousandths
9 percent of the manufacturer's list price of the aircraft;
10 the third year's fee is ~~fifty~~ seventy-five hundredths of
11 one percent; and the fourth and subsequent year's fee is
12 ~~twenty-five hundredths~~ three hundred seventy-five thousandths
13 of one percent. When an aircraft other than a new aircraft is
14 registered in Iowa, the registration fee shall be based upon
15 the number of years the aircraft was previously registered.
16 However, an aircraft shall not be registered for a fee of less
17 than ~~thirty-five~~ one hundred dollars or more than ~~five~~ seven
18 thousand dollars.

19 5. An aircraft thirty years old or older, which is used
20 exclusively for noncommercial purposes, shall be registered
21 as an antique aircraft for a fee of ~~thirty-five~~ one hundred
22 dollars.

23 Sec. 2. Section 328.56, Code 2024, is amended by adding the
24 following new subsection:

25 NEW SUBSECTION. 3. Four and one-half percent of moneys
26 deposited in the fund pursuant to section 328.36 are
27 appropriated to the department to award grants for vertical
28 infrastructure projects at commercial service airports within
29 the state and one and one-half percent of moneys deposited in
30 the fund pursuant to section 328.36 are appropriated to the
31 department to award grants for vertical infrastructure projects
32 at general aviation airports within the state.

33

EXPLANATION

34 The inclusion of this explanation does not constitute agreement with
35 the explanation's substance by the members of the general assembly.

1 Under current law, annual aircraft registration fees are
2 paid to the department of transportation (DOT) and deposited in
3 the state aviation fund (fund). Moneys in the fund, including
4 moneys deposited from sources other than annual aircraft
5 registration fees, are appropriated to the DOT and may be used
6 for airport engineering studies, construction or improvements,
7 the windsock program for public airports, or marketing at
8 commercial service airports. The fee for the first year of
9 aircraft registration is 1 percent of the manufacturer's list
10 price of the aircraft. Each year thereafter, the fee is
11 reduced by .25 percent of the manufacturer's list price of the
12 aircraft until the fee is set at .25 percent for the fourth and
13 subsequent registration years. The minimum registration fee is
14 \$35 and the maximum fee is \$5,000.

15 This bill increases the annual aircraft registration
16 fee for the first year from 1 percent to 1.5 percent. Each
17 year thereafter, the fee is reduced by .375 percent of the
18 manufacturer's list price of the aircraft until the fee is
19 set at .375 percent for the fourth and subsequent years. The
20 minimum registration fee is increased to \$100 and the maximum
21 fee is increased to \$7,000. Aircraft registration fees are
22 owed for the registration year, as described in Code chapter
23 328, of each aircraft.

24 Additionally, the bill appropriates 4.5 percent of moneys
25 deposited into the fund as a result of annual aircraft
26 registration fees and special certificates to the DOT to award
27 grants for commercial service airport vertical infrastructure
28 projects, and 1.5 percent of such moneys to the DOT to award
29 grants for general aviation airport vertical infrastructure
30 projects. The general assembly regularly appropriates moneys
31 from the rebuild Iowa infrastructure fund for such grants.
32 Those grants are required to be used for terminal improvements
33 and must be matched by a 90 percent contribution from the
34 airport. Grants under the bill are not subject to these
35 limitations.