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Regulatory Briefing: FAA's Final Rule for Re-Registration and Renewal of Aircraft Registration

*Here is an article that I got from the
AOPA ONLINE*

The issue

On July 20, 2010 the FAA issued a Final Rule for Re-Registration and Renewal of Aircraft Registration. This final rule amends the FAA's regulations concerning aircraft registration. Over a 3-year period, this rule will terminate the registration of all aircraft registered before October 1, 2010, and will require the re-registration of each aircraft to retain U.S. civil aircraft status. These amendments also establish a system for a 3-year recurrent expiration and renewal of registration for all aircraft issued registration certificates on or after October 1, 2010. This final rule amends the FAA's regulations to provide standards for the timely cancellation of registration numbers (N-numbers) for unregistered aircraft. These amendments will improve the accuracy of the Civil Aviation Registry database and will ensure that aircraft owners provide information to maintain accurate registration records. These amendments respond to the concerns of law enforcement and other government agencies to provide more accurate, up-to-date aircraft registration information.

Background

In an effort to create a more accurate aircraft registration database, the Federal Aviation Administration (FAA) is requiring re-registration of all civil aircraft over the next three years and renewal every three years after that. The FAA estimates that approximately one-third of the 357,000 registered aircraft records it maintains are inaccurate and that many aircraft associated with those records are likely ineligible for United States registration. The inaccuracies result from failures in the voluntary compliance based system. Although aircraft owners are required to report the sale of an aircraft, death of an owner, scrapping or destruction of an aircraft, and changes in mailing address; many have not. Without owner initiated action, there has been no means to correct those records. The FAA has been asked by government and law enforcement agencies to provide more accurate and up-to-date aircraft registration information. This rule is intended to support the needs of our system users. Re-registration of all U.S. civil aircraft by Dec. 31, 2013 will enhance the database with

current data derived from recent contact with aircraft owners. The new regulations also will ensure that aircraft owners give the FAA fresh information at least once every three years when they renew their registration. The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed.

Re-registration and Registration for Existing Aircraft

IF YOUR CERTIFICATE WAS ISSUED IN THIS MONTH (OF ANY YEAR)	CERTIFICATE EXPIRES	RE-REGISTRATION REQUIRED
March	March 31, 2011	Nov. 1, 2010, to Jan. 31, 2011
April	June 30, 2011	Feb. 1 to April 30, 2011
May	Sept. 30, 2011	May 1 to July 31, 2011
June	Dec. 31, 2011	Aug. 1 to Oct. 31, 2011
July	March 31, 2012	Nov. 1, 2011, to Jan. 31, 2012
August	June 30, 2012	Feb. 1 to April 30, 2012



September	Sept. 30, 2012	May 1 to July 31, 2012
October	Dec. 31, 2012	Aug. 1 to Oct. 31, 2012
November	March 31, 2013	Nov. 1, 2012, to Jan. 31, 2013
December	June 30, 2013	Feb. 1 to April 30, 2013
January	Sept. 30, 2013	May 1 to July 31, 2013
February	Dec. 31, 2013	Aug. 1 to Oct. 31, 2013

originally registered (see chart below)

FAA will notify owner via mail, 180 days prior to expiration date and at the end of the re-registration window if not re-registered

Aircraft failing to re-register or renew will ultimately be deregistered

Re-registration and renewal utilizes online system if no changes are to be made

Changes must be made utilizing a new form and submitted to FAA

All aircraft applying for new registrations will be issued an expiring registration and required to renew every 3 years
Current registration fee is \$5.00 which would be extended to re-registrations and renewals as well

Reauthorization Bill, if enacted as passed by the House provides authority to increase fees

H.R. 915 proposed \$130 for new aircraft registrations, and \$45 for re-registration and renewal

Elimination of the Triennial Aircraft Registration Report
6 month limit on the time an aircraft may remain in the sale reported category

Links

Final Rule (will be updated July 20 for Federal Register Notice)

AOPA's Comments to NPRM

NPRM

Additional information:

Current statistics about existing registry information (from the notice of proposed rulemaking [NPRM]):

343,000 aircraft are currently on the registry;

The FAA estimates 104,000, or about one third, are possibly invalid for one reason or another;

17,000 aircraft have been reported as sold by their former owners without the purchasers making application for registration (with about 15,900 being in the "sale reported" category for more than six months);

4,700 have started registration without completing the requirements (with about 2,100 being in the "registration pending" category for more than 12 months);

About 30,100 aircraft are known to have bad addresses well beyond the 30 days allowed for reporting changes;

Almost 14,700 aircraft have had their certificates revoked due to bad addresses but remain in the system to prevent reassignment of their U.S. registration number (N number) until the FAA is positive the aircraft is no longer operating with that N number; and

Up to 41,000 additional unidentified aircraft are estimated to be inactive or possibly no longer eligible for registration.

AOPA's position

AOPA is disappointed in the FAA's decision to move forward with the expiring registration format in the final rule. AOPA had put forward in our comments a model that would have allowed the FAA a method to achieve the same goals without the expense of reissuing aircraft registrations. While AOPA supports bringing the aircraft registry up to date, we are concerned that the method put forward by the FAA in this final rule is a considerable undertaking which could lead to significant issues for aircraft owners. In our comments to the NPRM, AOPA highlighted the need for flexibility in the timing of re-registrations and the need to include incentives such as longer renewal cycles for controlling the timing of aircraft registrations instead of mandating a rigid schedule. The final rule includes neither. AOPA has been and will continue to be in direct communications with the Registry Management highlighting our concerns and addressing issues as they arise.

The rule does leverage an online system for aircraft re-registration and renewal that AOPA proposed in its comments.

Key Points:

FAA final rule becomes effective October 1, 2010

Over 3 year period, rule will terminate the registration of all aircraft registered before October 1, 2010

All existing aircraft will need to re-register over next 3 years and renew every 3 years thereafter

FAA providing 3 month window for existing registered aircraft to be re-registered based upon month aircraft was

August 28th “ANUG”

(All Nebraska Ultralight Gathering)

Our EAA Chapter has been asked to serve breakfast and lunch at the ANUG Fly-In; a few of us have agreed to help, we did this a few years ago at David City and it was a lot of fun!

If anyone is interested in volunteering to help that day you can call Joe Block or Rod Matlock

We will meet at the York Airport at 6:30 AM on the 28th, load up and leave from there, we should be back home by around 1:30 or so.

Event Calendar

August 3rd EAA 1055 Monthly Meeting York Airport 7:30

August 7th EAA 1055 Monthly Breakfast York Airport 8:00 – 10:00

August 21st Monthly Breakfast Crete Airport 8:00 – 10:00

August 28th “ANUG” *(All Nebraska Ultralight Gathering)* **Fly-In at Central City.** EAA 1055 will be serving breakfast and lunch

August 28 – 29, Defenders of Freedom, Offutt AFB, Bellevue, NE. Performances by AirPros, Greg Poe Airshows. Contact Maj. Eric Nelson. Phone: (402) 294-8800 <http://www.offuttairshow.com>

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Finish With a Smile

When a blonde in economy class gets up and moves to the first class section and sits down the flight attendant watches her do this and asks to see her ticket.

She then tells the blonde that she paid for economy class and that she will have to sit in the back. The blonde replies, "I'm blonde, I'm beautiful, I'm going to Houston and I'm staying right here."

The flight attendant goes into the cockpit and tells the pilot and the co-pilot that there is a blonde bimbo sitting in first class that belongs in economy and won't move back to her seat.

The co-pilot goes back to the blonde and tries to explain that because she only paid for economy she will have to leave and return to her seat.

The blonde replies, "I'm blonde, I'm beautiful, I'm going to Houston and I'm staying right here."

The co-pilot tells the pilot that he probably should have the police waiting when they land to arrest this blonde woman who won't listen to reason.

The pilot says, "you say she is a blonde? I'll handle this. I'm married to a blonde. I speak blonde."

He goes back to the blonde and whispers in her ear, and she says, "oh, I'm sorry." and she gets up and goes back to her seat in economy.

The flight attendant and co-pilot are amazed and asked him what he said to make her move without any fuss.

I told her, "first class isn't going to Houston".

Please send any comments, news items or anything of interest to the news letter editor:
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