



The Leader In Recreational Aviation

Chapter 736 Newsletter for September 2010

Aircraft Re-registration and Final Rule

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.

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

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 there after

FAA providing 3 month window for existing registered aircraft to be re-registered based upon month aircraft was originally registered (see chart)

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

LSA flight into IMC to be prohibited

Proposals under consideration by ASTM committees for light sport aircraft (LSAs) could ban flight in instrument meteorological conditions (IMC) for future special light sport aircraft (S-LSAs) until such time as ASTM reaches a consensus on standards for IFR aircraft. The prohibition could come by the end of the year. However, it is important to note that the aircraft could still be used in VMC for IFR flight training.

Pilots will still be able to train for an instrument rating in appropriately equipped S-LSAs and file IFR flight plans, as long as they remain in VMC.

ASTM's IFR subcommittee members have been unable to agree on design standards for LSAs used in actual instrument weather, so the placarding would not be required if the aircraft complied with, and the manufacturer declared agreement to, any FAA or future ASTM design standards for aircraft to be operated in IMC.

Until that day comes, LSAs would carry a placard saying flight into IMC is prohibited. Again, the placard could be removed if the manufacturer of the aircraft declared that the aircraft was in compliance with design standards, once consensus is found, for aircraft approved to operate in IMC. Regardless, no flight under IFR is allowed—before or after the placard—if the manufacturer does not permit it.

Any LSA now approved for IFR flight will continue to be capable of entering instrument conditions, as long as the pilot is also instrument rated and the airplane is suitably equipped, including instrumentation and power plant. Such aircraft can also be used for IFR training.

Additionally, any manufacturer can ban IMC flight regardless of the ASTM standards. If the manufacturer wants to sell an IFR-capable airplane that uses a Rotax engine, then a

certified Rotax engine must be used. That will increase the cost of the aircraft by approximately \$10,000. At the current time, there is a lack of agreement within both the FAA and ASTM as to whether LSAs should be allowed into IMC weather. Although ASTM sets standards for LSAs, the FAA must still accept them.

Next Meeting

Our next meeting will be held at OWK on Tuesday, Sept. 21 at 7:30 pm and will convene in our clubhouse rather than the terminal building.