

AGENCY DISPLAY OF ESTIMATED BURDEN

The Federal Aviation Administration estimates that the average burden for this report is .5 hour per response. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to the Office of Management and Budget (OMB). You may also send comments to the Federal Aviation Administration, Civil Aviation Registry, P.O. Box 25504, Oklahoma City, OK 73125-0504, Attention: OMB number 2120-0042.

FORM APPROVED
OMB NO. 2120-0042

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Aircraft Registration Branch
PO Box 25504
Oklahoma City, Oklahoma 73125-0504

CERTIFICATE OF REPOSSESSION OF ENCUMBERED AIRCRAFT

The undersigned hereby certifies that they are the true and lawful holder of a note or other evidence of indebtedness secured by a _____ on the following described aircraft:
(Type of Financing Agreement)

Aircraft Manufacturer and Model _____

Aircraft serial number _____ FAA registration number _____

Said financing agreement on the above aircraft bears the date of _____ and was executed by _____ to _____ and assigned to _____

and is in the principal amount of _____. This financing agreement was recorded under Section 503 of the Federal Aviation Act of 1958, on the _____ day of _____, _____, and was entered in the Agency record of conveyances as document no. _____.

On the _____ day of _____, _____, the aforesaid _____ breached the obligations and promises contained in the financing agreement and the promissory note secured thereby. The undersigned certifies that they have performed all obligations imposed upon them by the terms of the financing agreement and all local laws; that in accordance with the terms of said financing agreement, and pursuant to the pertinent laws of the State of _____, the undersigned repossessed the aircraft described above on the _____ day of _____, _____, and that by virtue of such act of repossession they divested the said debtor, and any and all persons claiming by, through or under them, of any and all claims they had or may have had, and now hold title to the aforesaid aircraft, free and clear of all rights and claims of any persons whatsoever, as fully as if they had foreclosed in a court of law or equity.

NOTE: If the agreement involved was not recorded with the Aircraft Registration Branch, the original or certified true copy should accompany this certificate of repossession

NAME OF HOLDER OF ENCUMBRANCE

SIGNATURE (IN INK)

Title

ACKNOWLEDGMENT (Not required for purposes of FAA recording; however, may be required by local law for validity of the instrument.)

CERTIFICATE OF REPOSSESSION INFORMATION

PRIVACY ACT OF 1974 (PL 93-579) requires that users of this form be informed of the authority which allows the solicitation of the information and whether disclosure of such information is mandatory or voluntary; the principal purpose of which the information is intended to be used; the routine uses which may be made of the information gathered; and the effects, if any, of not providing all or any part of the requested information.

Section 47.11 (b) of the Federal Aviation Regulations requires that the reposessor of an aircraft must submit a Certificate of Repossession or its equivalent, stating that the aircraft was repossessed or otherwise seized under the security agreement involved and applicable local law.

This form or its equivalent is to be completed by the holder of an encumbrance and submitted with an application for aircraft registration and required fee. This is a suggested form only, that meets the recording requirements of the Federal Aviation Act of 1958 and of the Federal Aviation Regulations. In addition to meeting these requirements, the form must meet local law. If it does meet local law, the aviation public may use it as is; copies may be reproduced.

The following routine uses are made of the information gathered:

- (1) To support investigative efforts of investigation and law enforcement agencies of Federal, state, and foreign governments.
- (2) To serve as a repository of legal documents used by individuals and title search companies to determine the legal ownership of an aircraft.
- (3) To provide aircraft owners and operators information about potential mechanical defects or unsafe conditions of their aircraft in the form of airworthiness directives.
- (4) To provide supportive information in court cases concerning liability of individual in law suits.
- (5) To serve as a data source for management information for production of summary descriptive statistics and analytical studies in support of agency functions for which the records are collected and maintained.
- (6) To respond to general requests from the aviation community or the public for statistical information under the Freedom of Information Act or to locate specific individuals or specific aircraft for accident investigation, violation, or other safety related requirements.
- (7) To provide data for the automated aircraft registration master file.
- (8) To provide documents for microfiche backup record.
- (9) To provide data for development of the aircraft registration statistical system.
- (10) To prepare an aircraft register in magnetic tape and publication form required by ICAO agreement containing information on aircraft owners by name, address, N-number, and type aircraft, used for internal FAA safety program purposes and also available to the public (individuals, aviation organizations, direct mail advertisers, state and local governments, etc.) upon payment of user charges reimbursing the Federal Government for its costs.

The aircraft records maintained by the Aircraft Registration Branch are public records and are open for inspection in room 122 of the Registry Building, Mike Monroney Aeronautical Center, 6425 S Denning, Oklahoma City, Oklahoma. Individuals interested in such information may make a personal search of the records or may avail themselves of the services of a company or an attorney.

The records are filed by aircraft N-number, but may and are quite frequently retrieved by name of the individual aircraft owners or operators.

PREPARATION: Except for signatures, all data should be typewritten or printed. Signatures must be in ink. If the agreement involved was not recorded with the Aircraft Registration Branch, the original or certified true copy should accompany this certificate of repossession.

This form is to be submitted with a completed AC Form 8050-1, Application for Aircraft Registration, in the name of the reposessor.

FEE: A \$5 fee is required to issue a certificate of aircraft registration in the name of the reposessor.

If this form is used, please mail the original or copy which has been signed in ink to the Aircraft Registration Branch, PO Box 25504, Oklahoma City, OK 73125-0504.